THE EVENING TELEGRAPH.

VOL. XV.—NO. 13. PHILADELPHIA, MONDAY, JANUARY 16, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

The Battle of Le Mans.

The Hope of Paris Gone.

Mrs. Logan's Electioneering.

Practical Women's Rights.

Etc., Etc., Etc., Etc., Etc.

CHANZY'S DEFEAT.

The Disastrous Battle of Le Mans—Preliminary Movements—The Strategical Position—No Hope for Paris Now.

To clearly understand the recent operations in the vicinity of Le Mans, it is necessary to go back to the situation of both armies a fortnight ago. At this time the forces under Prince Frederick Charles occupied a line stretching from the vicinity of Dreux, passing before Chartres to Vendome. Detached corps at Orleans and along the Loire protected the German left wing, while the German Army of the Loire, in the vicinity of Gien, kept watch upon the French Army of Bordeaux, which was reported advancing from Bourges.

At this time the French had the advantage in the situation. Their line was shorter and more compact than that of the Germans. Chanzy's army occupied a line extending from Nogent le-Retron to a point south of Le Mans, completely covering all the railway lines of communication with the sea. The northward movement made by Chanzy after the French defeat at Orleans had thrown the Germans completely on the defensive. It had compelled them to extend their line immensely, thereby necessarily weakening it at all points. When Chanzy, after a most fatal delay, determined upon taking the offensive, he had one of two movements to select from. The first was to extend his right wing and take Vendome in flank, and, by forming a junction with the Army of Bordeaux at or near Blois, force the Germans to evacuate Vendome and Orleans and retire northward. This would have necessitated their forming a new line, which would extend from Dreux to Chartres and Pithiviers.

The next movement was to continue, or rather resume, the flank march northward, flank Chartres and advance on Versailles. This involved the abandonment of Le Mans and its railroad facilities, and the compulsory dependence upon the single railroad line to Cherbourg for supplying Chanzy's large army with food and ammunition. In addition, a flank march upon Versailles in the face of a watchful enemy rendered possible the isolation and subsequent capture of the flanking column by a sudden advance on the French centre from Chateaudun.

Chanzy, however, adopted the plan of advance on the left flank of the German army. He threw forward flying columns to occupy the attention of his enemy along their whole line, while his right wing pushed on through St. Calais in the direction of Vendome. Had he begun the advance ten days earlier he might have been successful, but the result could only have been the withdrawal of the German left and the concentration of the entire German army on a shorter line and one which more effectually covered the besieging army before Paris.

By the time Chanzy began moving, the Germans, heavily reinforced, were again in condition to resume the offensive. Before the French column had struck the flank of Vendome, Prince Frederick Charles threw his left wing forward and drove it back. The Grand Duke of Mecklenburg, commanding the German right wing, simultaneously advanced upon Nogent-le-Retron, and it very soon became apparent that the German plan not only embraced the capture of Le Mans, but also the preventing of Chanzy retreating northward in the direction of Cherbourg. Whether the French line of retreat northward has been cut off yet we are unaware, but the fact that in the recent battle at Le Mans the French faced eastward, and not southeast, makes it very probable that it has been.

After the Germans had advanced beyond St. Calais and Nogent-le-Retron, Chanzy's chances of relieving Paris depended solely upon his winning a great victory. Strategy could do little then, unless he had evacuated Le Mans and made forced marches to Montagne, from which place he would have threatened the German right and compelled it to change front under most disadvantageous circumstances. But Chanzy himself would have to change front in the open field to make any such flank movement, and in doing so he would have run imminent risk of being badly beaten in detail.

The last alternative of the French was to fight a pitched battle. Prince Frederick Charles does not appear to have attacked the French all along the lines. His two wings seem to have done all the work, while his centre remained comparatively inactive. In other words, he massed on his wings and drove in the French northward and southward.

The battle of Le Mans was fought some seven miles from the city, and took place near Montfort. Savigne l'Eveque, the immediate scene of the engagement, is a village situated northeast of Le Mans.

By his defeat Chanzy has lost his last chance of relieving Paris. The present indications are that both his wings have been badly beaten, and if this be the case he will have to retreat westward upon the seaboard instead of northward, in which event he would have stood a better chance of doing something in the future. By the occupation of Le Mans, with the French cut off from Alenson, the Germans possess all the roads by which a successful advance on Paris can be made in the future. No flank movements are longer practicable, and it is not likely that Chanzy, if even his army remains intact, will venture upon a direct advance. Altogether we are inclined to regard the recent engagement as the finishing stroke to Paris. The German movements have been admirable throughout. They have been directed with a skill and an energy hardly surpassed by the movement on Sedan. It now remains to be seen whether the Germans can follow up the great advantage they have gained.—*N. Y. Herald.*

Sketch of General Chanzy.

General Chanzy, the commander of the French Army of the Loire, is a native of the Department of Ardennes, and is aged about 47 years. He went to sea at the age of sixteen, but a year later he abandoned a sailor's life to join the army. He studied at St. Cyr, and from there went, with the rank of lieutenant, to Algiers, where he remained until the Italian war of 1859, wherein he gained the rank of lieutenant-colonel. He next went to Syria with the army, and served there with so much credit that he was made colonel in 1860. On his return he was, at his own request, sent to Africa again, and there attained the rank of general. He was recalled from Africa to engage in the present war in October, and was soon placed in command of a division. He took part in the battle of Coulmiers, and at Patay, at the head of the 16th Corps, he carried the strong positions held by the right wing of the German army.

—Some Portland, Me., ladies, now in Paris, have written home that they are not suffering for the necessities of life, but, of course, are not over-supplied with luxuries. They say that they lately secured a ham, and used the fat instead of butter to make cake, which tasted "positively delicious."

MRS. LOGAN'S LEVEES.

The Senatorial Canvass in Illinois—How Rural Legislators are Coaxed Out of their Votes—The Sphere of Woman.

Springfield (Ill.) Correspondence Chicago Post.

The levees which Mrs. Logan is constantly holding in her parlors at the Leland have not been properly "written up," but their interest is certainly sufficient to justify mention. It may readily be admitted, to begin with, that it is one of the phenomena of this exciting struggle—one of its very pleasantest and most grateful features. Here, directly over the headquarters of the General himself, is a levee always in session, presided over by Mrs. Logan, who is assisted by her husband's younger brother and his handsome cousin, Miss Logan. In this room all are welcome, and all are graciously received, and to this room all of the members of the first, second, and third houses have beat a retreat at some time during the heat of the contest. It is where they go to escape for a moment from the fœtid atmosphere of politics. In parlor No. 26 politics is not among the refreshments. It is an oasis of peace in a desert of wrangling. It is a retreat—a neutral ground—which the combatants of both sides fly to, to get their soured hearts sweetened with music, and their bewildered brains cooled by sensible conversation.

Mrs. Logan is a native of Missouri, transplanted to Southern Illinois—a small, fragile lady, with an attractive mobile face, a mass of turbulent black hair, and sharp eyes selected to match it, a wide experience of the social world, a good fund of information, abundant wit, and a ready tongue freighted with complaisance and suavity. She certainly impresses very pleasantly all who come within her influence. Having accompanied her husband in the field, she is familiar with camp-life in its varied phases. At Belmont and Fort Henry, at Donelson and Vicksburg, she hovered on the edge of the battle, and kept her eye fondly on one particular flag. Is it extraordinary that she should follow his fortunes with equal fidelity now?

Mrs. Logan dresses neatly and plainly; a black silk, edged with satin, point laces, a silken knot at the throat, and a gold chain. Her parlor is an exchange of suavities. She never herself introduces the subject of politics, but if asked has no hesitation in confessing that she is strongly prejudiced in favor of Logan, and in stating tersely why she thinks he ought to be sent to Washington.

She is never aggressive or intrusive on this point, but is fearless and confident, and exercises her woman's right of speech with such persuasive tact that there is no doubt whatever that she has made some votes for the coming man. Doubtless a round dozen of gentlemen from the unpaved districts have crossed that charming threshold, confident that they were for Oglesby or "neutral," who have ever since worked steadily for the swarthy little General, and haven't any idea what changed their minds. The fascinations are so thoroughly disguised that even the Oglesby man is disarmed in their presence, but he feels their potency.

Correspondence of the Chicago Tribune.

But the most potent influence here is that of woman. To a politician with an ambitious and able wife, all things are possible. No electioneerer here is half so much in earnest, nor has done half so much work, as Mrs. Logan. Filled with desire to see her husband occupy a place where she feels he deserves, she is toiling for him from morning till midnight. Not devoid of personal attractions, an easy and pleasant talker, who never suffers the conversation to flag, and relieves men who cannot talk from the necessity of trying to fill up dead spaces of silence with disconnected remarks; honestly confessing that she wants her husband to win, and would be very glad to secure a vote for him, she is the most dangerous enemy of Governor Oglesby, who here, too, protests against tactics he cannot imitate.

Correspondence Chicago Journal.

The report is that Logan, or rather Mrs. Logan, has made another conquest among the heavy members from Cook county, in the person of Mr. John Humphrey. The victim resisted temptation manfully, but man is mortal, and Humphrey is not more than man. Passing through one of the corridors of the Leland Mrs. Logan beheld Humphrey and Mr. Oglesby in close conversation at the entrance to Oglesby's Parlor. Walking straight up to the ex-Governor, the Senatress in expectancy seized his hand and said, "Governor, it's useless; you may as well go home. Mr. Humphrey is going to vote for John." His excellency is not quick at repartee, and before he could recover his wits the vision had disappeared.

THE ROGERS MURDER.

The Assassin Found in Auburn State Prison—Confession to a Fellow-Culprit.

AUBURN, Jan. 14.—The announcement that Francis E. Pinto, who gained a criminal notoriety by attempting to rob the Park Bank in New York, has confessed that he is the murderer of Mr. Rogers, will no doubt create a sensation. Nevertheless, it is true. When, on the morning of the ending of 1868, Mr. Rogers was stabbed in front of his own door, in East Twelfth street, the excitement was intense. The entire machinery of the law was set in motion, detectives made arrests without number, masses of evidence were taken, and, if we are to believe the statement of Pinto, all that time he—the murderer of Rogers—was at liberty, plundering daily, until on the morning of January 23, 1869, he was brought to justice for the Park Bank robbery.

He was sentenced to five years in the State Prison, and taken to Sing Sing. He was transferred from there to this prison last spring, and shortly after his transferral Mr. W. V. B. Hoffman, one of the keepers, noticed his nervousness and strange conduct while at work. Pinto would frequently exclaim, "Oh, my God, what shall I do!" and run his hand through his hair in a spasmodic way. All these peculiarities tended to convince the keeper that there was something on Pinto's mind, and he determined to watch him closely. Although prisoners are not allowed to converse at work, Mr. Hoffman gave Pinto permission to do so, and was last week rewarded by hearing Pinto, when at work in the "Slate Shop," make some peculiar remarks to another prisoner about the Rogers murder, half intimating that he knew more about it than he dared tell. On hearing this the keeper put another prisoner at work to ferret out what Pinto knew, and it is now stated that he has made a full confession of the murder, the keepers stating that Pinto's disclosures are in every way conclusive of his guilt.

He will most probably be taken to New York to see whether he can be identified by the witnesses in the Rogers murder case. Now, as to the probabilities of his being the murderer. Pinto was arrested for the Park Bank robbery on the morning of January 23, 1869, the murder was committed on the morning of the 31st of December, 1868, so to all intents and purposes he was at large in New York city at the time of the murder. Mr. Rogers, in his dying deposition, and the colored boy who saw the two men going through Twelfth street before the murder, gave the description of the shorter man (the murderer) as follows:—"A man about twenty-two or twenty-three years old, short of stature, wore a light overcoat, dark undercoat and clothes, and black soft felt hat, had no whiskers, but a slight moustache." Now, Pinto, at the time of his arrest, was twenty-two years old, 5 feet 7 inches in height, had no whiskers, but a slight, downy moustache. The dark clothes worn by him on the morning of the robbery correspond exactly in description with those worn by the murderer, excepting the light overcoat. So much for facts. The question now is, whether Pinto is seeking additional notoriety or not.

—An Irishman has been sent to the workhouse for thirty days, in Cincinnati, for grossly insulting a Chinaman by cutting off his queue. It seemed to be a question whether it was a simple case of assault and battery or malicious destruction of property.

SECOND EDITION

CABLE WAR NEWS.

Important from Paris.

The Terrific Bombardment.

Loss of Life and Property

The Luxembourg Destroyed.

A Series of Desperate Sorties.

They are Repulsed at All Points.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Desperate Sorties from Paris—The French Repulsed in Each Case.

LONDON, Jan. 15—3 A. M.—A despatch just received from Versailles on the night of the 13th says:—Vigorous sorties have been made by the garrison of Paris in three several directions. The French simultaneously advanced against the Prussian Guards near Le Bourget and Drancy, northeast of Paris; against the 11th German Corps, near Meudon, southwest of Paris; and against the 2d Bavarian Corps, near Clamart. Also, to the south of the city. The fighting in each instance was spirited, but resulted everywhere in the defeat of the French, who were repulsed at all points and retreated rapidly within their works, a portion of them in great disorder.

The Bombardment of Paris—Destruction of Life and Property.

LONDON, Jan. 14—9 30 P. M.—Paris newspapers of the 10th instant have been received and furnish the following interesting particulars of the bombardment. They unite in saying that the rain of projectiles, some weighing 96 kilogrammes, unparalleled in the history of the siege, was pouring into that portion of Paris lying between the Hotel des Invalides and the Odeon.

Deathly Doings of the Shells.

The bombardment continues without interruption throughout the day and night, and was so violent on the night of the 8th, between the Church of St. Sulpice and the Museum, that shells fell every two minutes. Hospitals, ambulances, schools, public libraries, churches of St. Sulpice, Sorbonne and Val-de-Grace, and many private houses have been struck. Women were killed both in the streets and in their beds, and infants in their mothers' arms. One projectile which fell in the Rue Vangirard killed four children and wounded five others.

Works of Art Destroyed.

The unrivalled works of art in the Luxembourg and Museum were destroyed.

Wounded Soldiers Killed.

The Hospital Val-de-Grace suffered greatly, and wounded soldiers were there killed in their beds.

Paris a Battle-field.

Paris is transformed into a battle-field, in which the women show themselves as brave as the men.

Fighting in the Haut Saone.

A despatch from Prientrul, dated the 13th, reports severe fighting all that day between Herioncourt and Croix, in the department of Haute Saone, which had not ceased at a late hour in the evening. The result was unknown.

German Reinforcements.

Large reinforcements are stated to be coming from the North to the German army of the East.

Skirmishing Near Havre.

A despatch from Havre says there is constant skirmishing near that city.

General Faidherbe's Army.

It is reported that the Prussians are turning the left wing of General Faidherbe's Army of the North, and menacing Cambrai.

The Second Day's Struggle at Le Mans—Final Defeat of the French.

LONDON, Jan. 15.—The New York *Herald* correspondent, writing from the "Headquarters of the Second Army of the Loire at Le Mans," at midnight on the 11th inst., gives the following particulars of the second day's battle between Chanzy's forces and the German army under Prince Frederick Charles. He writes:—

AN EVENTFUL DAY.

This has been one of the most eventful days in the history of France during the present war, and it is probable that one of the most eventful battles fought since the struggle began closed at nightfall of this day.

TAKING UP POSITIONS.

After the defeat of yesterday (January 10) General Chanzy, displaying much energy, rallied his broken columns, and, having received reinforcements, determined to strike another blow to retrieve his fortunes, knowing that the whole hope of France centred upon the ability of his army to break through the strong opposition of the Red Prince and advance to the relief of Paris. After a night of unceasing labor and anxiety daylight found the French forces prepared for the conflict. Their army consisted of three corps, the 16th, 17th, and 21st, respectively, under the command of Admiral Jourequiberry and Generals Colomb and Jouffroy. These corps averaged 50,000 men each, making an effective force of 150,000 men, the whole under the supreme control of General Chanzy. By ten o'clock in the morning Jourquiberry's corps had taken up a position on the right bank of the river Huisne, General Colomb's on the plateau of Auvours, and General Jouffroy's on the right, covering the village of Brette.

OPENING OF THE BATTLE.

The Prussians advanced along three roads and are said to have been under the command of Prince Frederick Charles himself. They were apparently 100,000 strong. Soon after 10 o'clock sharp firing was opened by the Prussians from well located batteries on the left of the French. It was replied to with spirit.

STORMING OF JOUREQUIBERRY'S POSITION.

Very soon a large force of German infantry, flanked by cavalry, advanced under cover of a heavy artillery fire, striking the right of Admiral Jourequiberry's position. The assaulting column was met by a fierce artillery fire from many guns, including a number of mitrailleuses of the new pattern. The struggle now became exceedingly severe, and was well contested. But although the Germans suffered heavy loss, they finally succeeded in driving back the French, capturing early two guns and taking and holding the important position near the river.

THE GERMANS CHECKED.

General Chanzy, perceiving the danger which threatened his position, moved forward his reserves of artillery to the support of Admiral Jourequiberry. These opened a terrific fire, which checked for awhile the further advance of the Germans in that direction.

SEVERE ASSAULTS REPULSED.

Two or three severe assaults were made by the Germans to secure further advantages, the object being to take the position held by the French at La Tillere. The French, however, were strongly posted, and fought with great courage and determination. Each assault was repulsed with serious loss to the Germans, the French also losing heavily.

SHARP FIGHTING ON THE CENTRE.

Meantime an equally fierce attack was made on the French line covering the railroad to Chartres and Paris. After two hours' desperate fighting the French centre was driven back. It retreated, however, slowly and in good order for a short distance only, to a position in rear of that first occupied, and where the rising ground afforded good facilities for the artillery. Here a heavy force of guns was parked, which, manned by the marines, opened a severe and well directed fire upon the advancing enemy. This not only checked the Germans, but compelled them to fall back in turn. A heavy counter fire soon opened from the German batteries, which, during the engagement, had advanced to a commanding position on the left of the railroad.

The superiority of the German guns in firing soon became apparent. After an unequal duel the French fire slackened, the Germans causing great loss to the French lines. Still the French infantry maintained their position heroically, and another attempt to dislodge them signally failed.

A GERMAN FLANK MOVEMENT.

For some time the engagement had the character of an artillery duel; but when the German lines had taken the positions assigned them a more active attack commenced, evidently with a desire on the part of the Germans to capture the position on the right bank of the Huisne, in order to execute a flanking movement, with the object of cutting between the army and Le Mans, and capturing a large number of prisoners.

CHANGE OF TACTICS.

At 4 o'clock the tactics of the Germans seemed to be changed. A heavy massing of troops took place on the French right, under cover of the wood, near the village of Brette, which was held by the French. The wood was on the extreme left of the Prussian position, stretching for miles to the southeast of the plain between the road and villages, and were commanded by the Prussian artillery, which was well posted on the left under cover of the wood.

EFFORT TO DISLODGE THE GERMANS.

A sharp and precise needle-gun fire was opened on the French line and position left of the village of the Brette, not more than seven hundred yards distant. It soon became evident that it would be impossible for them to long hold the positions unless the Germans were dislodged. The heavy fire of artillery directed on the woods had apparently but little effect. A large body of French infantry advanced in good order across——

(Here the despatch breaks off.)

FROM THE PACIFIC COAST.

Cold Weather.

SAN FRANCISCO, Jan. 15.—The season continues unusually cold, dry, and backward. On Friday night ice formed 1½ inches thick in Petaluma Valley, which is something heretofore unheard of in that locality. There was frost in San Francisco last night.

Obituary.

Colonel S. Jones Jackson, a veteran of the Florida and Mexican wars, and Provost Marshal of San Francisco during the Rebellion, died on Thursday night at Santa Clara of Bright's disease of the kidneys.

A Revolutionary Failure.

The attempted revolution in the Northwestern States of Mexico by Placido Vega has entirely failed, and Vega is now hiding in the mountains of Sinaloa, endeavoring to escape to the United States.

Mysterious Murder.

C. E. Campbell, an old resident of Oroville, California, was murdered and thrown into a mining shaft yesterday. He had been stabbed to the heart. There is no clue to the murderers, and their object is unknown.

The Steamer Moses Taylor

sailed to-day for Honolulu, to connect with the Australian and New Zealand line. There were but few passengers, and the freight list was small.

Burst a Bloodvessel.

A. C. Benham, a printer, and formerly proprietor of the *Evening Journal*, burst a bloodvessel to-day, and died almost immediately.

FROM WASHINGTON.

Navigation of the Potomac.

Despatch to the Associated Press.

WASHINGTON, Jan. 16.—The Potomac river is again open to navigation, and the mail and passenger boats have resumed their trips.

SINGULAR ACCIDENT.

A Father Fatally Wounded by a Four-year Old Son.

When train No. 3 of the Louisville and Memphis Railroad was nearing Russellville night before last, a shocking and very singular accident occurred in one of the coaches. A Mr. Sexton and his little son, aged four years, were passengers on the train. Mr. Sexton arose from the side of his boy and took a seat on the opposite side of the car, leaving his overcoat in charge of his son. Some time after this the little fellow ran his hand into one of the pockets and found a pistol, which he drew out and began playing with, and by some means discharged the contents of one chamber, the ball striking Mr. Sexton over the right eye, and passing through his head. It was found necessary to take the wounded man to Paris, Tenn., to a surgeon. Yesterday afternoon a private despatch received in this city stated that he was declining rapidly. The occurrence shocked the passengers in the coach, and, until the matter was explained, the excitement ran high.—*Louisville Journal, Jan 13.*

—Two men were killed by the explosion of a boiler of the ice-boat Chesapeake, at Baltimore, on the 31st ult., and the Coroner's jury have decided that the explosion was "caused by the foaming of the water in the boilers, which deceived the engineer."

—The San Francisco milkmen have formed a union, and resolved, necessity compelling them, that each shall keep a blank-book in which to record the names and residences of delinquent customers, such record to be printed in a circular for their common information and protection every three months.

—A man in Norwich, Conn., has taken two seats in a Methodist church, agreeing to pay $10 to the fund for a new organ, on condition that if he occupies one seat during one service each Sunday for a year, he shall be repaid $10. If he violates the contract in any particular, he is to forfeit $50 to the church.

—An extraordinary case is on trial before a United States Commissioner in Rochester. It is alleged that the defendant and about thirty others entered into a formal written agreement, before the election, to sell their votes to whoever would pay the most, and that one of the by-laws of their association provided that twenty lashes should be inflicted on any member who voted contrary to the laws by their President.

THE NATHAN MURDER.

A Chicago Detective Claims to Have Discovered the Murderer—The Missing Diamond Studs in His Possession.

A Chicago detective, Mr. W. P. Felcker, now connected with the Secret Service Bureau, has recently been in New York consulting with Chief Kelso, Judge Cardozo, and others relative to the capture of a man whom he says is the murderer of the late Mr. Nathan. So many false arrests and untruthful statements have been made in the search for the assassin that the public, and particularly the officers of our Police Department, look with distrust upon any reported discoveries; but the man came fortified by such evidences that it was impossible to disregard his assertions.

Felcker came from Chicago with information that might well startle the baffled detectives of this city. He claimed to have indubitable proofs of the identity of the murderer, and to have had him safely watched for some time preceding in Illinois, where he was at the time of Felcker's appearance here, and now is. A few weeks preceding Felcker's appearance, Colonel Wood, late chief the Secret Service Bureau, had called upon Mr. Alexander Watson, an experienced detective of Jersey City, formerly of the secret service, and laid before him some of his plans indicating the spot where the murderer was to be looked for. When Felcker appeared upon the scene he also visited Watson, and said he came from Wood, detailing portions of Wood's scheme, and making the assertions given above. Watson was engaged upon another case and did not enter into arrangements with Felcker. The object of the latter was to make his title to the reward secure before he gave his prisoner up, and he feared to take into the scheme any of the New York detectives. He, however, concluded to go direct to Chief Kelso and obtain his assistance. Together they called upon Judge Cardozo, to whom all the facts that Felcker could divulge were stated. The diamond stud and the locket were exhibited. So confident was Judge Cardozo of the truth of Felcker's statement that he gave him his check for $1500, procuring his signature to an agreement between the three parties—Kelso, Cardozo, and Felcker—relative to the arrest, reward, etc.

So far the story is based upon the statements of Kelso and Felcker, whose assertions are in accord. The arrangement was, however, suddenly broken up on the eve of Felcker's departure for Chicago; and with regard to the reasons for this quarrel their stories are contradictory. Felcker states that he discovered a plot to deprive him of his full share of the reward, Mr. Kelso demanding that all the detectives in his department have equal shares. Mr. Kelso affirmed to Detective Watson a few evenings ago that he made no such demand, but did not even claim any portion of the reward for himself. He says he offered Felcker all the assistance that could be afforded by the Department of Police, but that Felcker left because he had some suspicions which no protestations could allay. The negotiations terminated in the return of the check to Cardozo and Felcker's departure to Chicago, where he proposes to wait until more satisfactory terms are offered him by the authorities of New York.

Felcker is spoken of by well-known members of the craft as a man of great shrewdness, who would not be likely to circulate a baseless report, and who will not yield an inch until he is satisfied concerning his compensation. —*N. Y. World, yesterday.*

LEGAL INTELLIGENCE.

Judgments.

Supreme Court in Banc—Chief Justice Thompson and Judges Agnew, Sharswood, and Williams.

The following judgments were entered this morning:—

Agnew, J.:—

Mason vs. Kane. Error to the Common Pleas of Fayette county. Judgment reversed, and v. f. d. n. awarded.

Clarke & Breading vs. Eli Cope. Error to the Common Pleas of Fayette county. Judgment reversed, and v. f. d. n. awarded.

In the matter of the opening of Delaware avenue from Davis to Catharine street. Appeal from the Quarter Sessions of Philadelphia. In this case the court below, in reviewing the report of the road jury, awarding damages to the owners of property altered by this opening of the avenue, overruled the report, and made the simple entry "Report set aside," without assigning what exceptions were sustained. The Supreme Court adjudge to be error, and therefore the order was reversed and a procedendo awarded.

Sharswood, J.:—

Miller vs. Schnoor. Appeal from the Common Pleas of Butler county. Decree affirmed and appeal dismissed.

Wood, Administrator, vs. Gammat. Error to Common Pleas of Fayette county. Judgment affirmed.

Orr vs. Kelly. Appeal from the District Court of Allegheny county. Decree affirmed.

Negley vs. Lindsay. Error to Common Pleas of Allegheny county. Judgment reversed and v. f. d. n. awarded.

Corkell vs Lewis. Appeal from the Common Pleas of Jefferson county. Decree reversed, and record remitted for further proceedings.

Thompson, C. J.—Dickerson, et al., vs. Henry B. Allen, et al. Appeal from Nisi Prius. Injunction dissolved, and appeal dismissed at costs of appellant.

Murtelle vs. Hagen. Appeal from Nisi Prius. Injunction continued.

A Good Precedent.

Court of Quarter Sessions—Judge Paxson.

Judge Paxson this morning delivered the following, which at present is of special interest:—

This is a rule to show cause why a judgment entered in a suit upon a forfeited recognizance should not be stricken off or modified.

The form of this rule is objectionable. If we were to make it absolute the entry upon our record would be insensible. If two remedies are sought of an inconsistent character, there should be two rules, instead of combining them in one rule, in the alternation.

We can only strike off a judgment for some defect appearing upon the face of the record, or for fraud. Neither exist in this case, and the application to strike off must therefore be dismissed.

It remains to consider the motion to modify the judgment. The defendant became bail for one Edward Parr, charged with receiving stolen goods. Parr failed to appear, his recognizance was forfeited on the last day of September Term, 1869, and a bench warrant issued, under which he was brought in, and upon the 18th of October, 1869, one William Pollock became bail. Parr again failed to appear, and has never been tried. Suit was entered against the above defendant upon his recognizance, and judgment obtained on May 21, 1870, for $1000. On May 20, 1870, a fi. fa. was issued, and on June 8, 1870, a rule was obtained to show cause why the judgment should not be opened, and forfeiture stricken off, which rule was discharged October 15, 1870.

The present rule was obtained January 7, 1871. A party who asks to be relieved from the effect of a judgment should be prompt in his application to the court. It will not do to sleep upon his rights; and this rule is as applicable in the criminal as in the civil side of the court. In this case the defendant has already had a hearing upon the rule to open the judgment and permit the forfeiture. It is difficult to see why the relief now asked might not have been given upon that rule, had the defendant been entitled to it; and in any event said rule could have been moulded to meet the case. If any further rule were necessary, it should have been taken promptly.

It is a strange objection to the granting of this application that Parr has fled and the commonwealth has never been able to try him. The bail is in no condition to ask favors while his principal is a fugitive. It is true new bail was entered after the forfeiture, but that does not help this defendant. That was not his act, and he cannot take advantage of it. In the case of a fugitive from justice we do not feel disposed to relieve any one who stands bound for his appearance. Parties who become bail for criminals should understand that it means something.

The rule is discharged.

Liability for Freight.

Nisi Prius—Judge Sharswood.

Among the cases called for trial on the list this morning was that of Root & Rust, of New York, vs. The Oil Creek and Allegheny River Railroad Company. This is the test case involving the question of the liability of the railroad to the New York oil merchants for overcharges of freight made by the company during the years 1866, 1867, and 1868. The amount claimed by the plaintiffs in this case is about $123,000, while the cases dependent upon it make the amount reach $400,000. The case was continued because of certain commissions to take testimony being out. This trial was fixed for February 20. The plaintiffs are represented by Hon. F. Carroll Brewster and Lewis Wain Smith, Esq.; the company by Samuel G. Thompson, Esq., and W. S. Lane, Esq.

A Serious Charge.

Court of Quarter Sessions—Judge Finletter.

This morning James Mahood was put upon trial, charged with an indecent assault upon Mrs. Carrie Krause. The lady testified that on the 18th of December she looked at some stoves in defendant's store, and said when she got the money she would buy one, and then returned to her home in Thirty-seventh street. Shortly afterwards the defendant called at her house, under the pretext of being informed fully as to what was her intention with regard to the stove. She told him she had nothing further to say on the subject, and rose to show him the door. He then made indecent proposals to her, and seized her round the waist with one hand, put the other upon her mouth, and endeavored to throw her upon a sofa. She struggled and called for her daughter, upon whose entrance into the room he fled. The lady was ill some days, and upon her recovery she preferred this charge.

Upon cross-examination the defendant's counsel succeeded in confusing the lady about dates, and asked some very hard questions concerning her previous life, which, however, Judge Finletter very properly checked. On trial.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Monday, Jan. 16, 1871.

The week opens in about the same condition as the past week closed as far as money matters are concerned, the only difference being that there is less demand this morning for call loans than for several days past. As for discounting, it is, as usual, dull and nominal. The banks are generally flush in funds and are likely to continue so as long as they are so dependent upon the condition of the local Stock Board for employment for their surplus funds. Business is generally at a standstill, and the amount of paper offering is very small.

Gold was quiet, steady, and weak, ranging up to noon between 110⅝ and 110½, closing at 110⅝.

Government bonds meet with a moderate demand, but prices are slightly off in sympathy with gold.

At the Stock Board there was a heavy business in Reading at the decline, but the balance of the list was quiet. No State or city loans sold.

Reading Railroad declined down to 48¾, b. o., and closed at 49, b. o. Sales of Pennsylvania at 62; Norristown at 79; and Oil Creek and Alleghany at 46¼. 37¾ was bid for Catawissa preferred and 26¾ for Philadelphia and Erie.

In canal shares we notice sales of Lehigh at 33½, s. o.@33¾, b. o. A few shares of Second and Third Streets Railway sold at 56.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

BEFORE BOARDS.

100 sh Reading R.....cash.. 49

FIRST BOARD.

$400 City 6s, prior to '62	101¾	20 sh O C & A R...	46½
$10000 Am Gold	110⅝	600 sh Read..ls.b60.	48¾
$1000 W Jersey R 7s	97	600 do.....2d.	48¾
34 sh Penna.....ls.	62	800 do.....ls.	48¾
20 do.....	61¾	100 do.....s10.	48¾
4 do .....c.	61¾	300 do.....2d.	48¾
100 do ....b30.	62	700 do..ls.b60.	48¾
126 do ....c.ls.	62	600 do.....ls.	48¾
12 sh Norrist'n R..	79	1000 do.....b60.48⅜	
30 do.....	79	200 do..ls.b30.	48¾
188 sh Leh Val...ls.	59¾	700 do.....b60.	48¾
50 do.....	59¾	50 do.....	48¾
100 sh Leh Nav.s30.	33¾	300 do..ls.b60.	48¾
100 do ...b60.	33¾	200 do.....ls.48⅜	
13 sh 2d & 3d St..	56	800 do.....s in.	48⅜

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 110¾@111; 5-20s of 1862, 109¾@109¾; do. 1864, 109@109¾; do. 1865, 108¾@108¾; do. July, 1865, 107¾@107¾; do., July, 1867, 107¾@108¾; do. July, 1868, 108¼@108¾; 5s, 10-40, 107¾@107¾. Gold, 110¾@110¾. U. S. Pacific R. R. Currency 6s, 110¾@111.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 110¾@110¾; do. 1862, 109¼@109¾; do. 1864, 108¾@108¾; do. 1865, 108¾@108¾; do. 1865, new, 107¾@107¾; do. 1867, do. 107¾@108¾; do. 1868, do. 108¾@108¾; 10-40s, 107¾@107¾. U. S. 30 Year 6 per cent. Currency, 110¼@110¾; Gold, 110¼@110¾; Silver, 105@107; Union Pacific Railroad 1st Mort. Bonds, 745@770; Central Pacific Railroad 900@910; Union Pacific Land Grant Bonds, 575@590.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	110⅜	11·10 A. M.	110⅜
10·12 "	110⅜	11·22 "	110⅜
10·14 "	110⅜	11·35 "	110⅜
10·47 "	110⅜	12·00 M.	110⅜
10·55 "	110⅜		

Philadelphia Cattle Market.

MONDAY, Jan. 16.—The dullness in Beef Cattle which we recorded at the close of our last report was again the most prominent feature to-day, but with comparatively light receipts prices were steady. We quote choice at 8@8½c., fair to good at 6½@7½c., and common at 4@6c. per lb gross. Receipts, 1741 head. The following are the particulars of the sales.

Head.
64 Owen Smith, Virginia, 6@8½.
30 Daniel Smyth & Bros., Western, 6½@7½.
50 Dennis Smyth, do., 7@8¼.
32 A. Christy, do., 7@8½.
32 Jas. Christy, do., 6¾@7¾.
50 Dengler & McCleese, Lancaster co., 8@7¼.
47 P. McFilien, Western, 6½@7½.
50 Ph. Hathaway, Lancaster co., 6¾@8¼.
75 James Shirk, do., 6¾@8.
20 B. F. McFilien, Western, 7@8.
50 James McFilien, do. 7@8¼.
40 E. S. McFilien, do., 8@9.
62 Ullman & Bachman, do., 6½@8.
200 J. J. Martin & Co., do., 6@8.
83 Mooney & Miller, do., 7@8.
50 Thomas Mooney & Bro., do., 5@7½.
30 H. Chain, Jr., do., 6@6½.
86 J. & L. Frank, do., 6@7¼.
55 Gus. Schamberg & Co., Western, 6½@7½.
90 Hope & Co., do., 6@8½.
62 W. Alexander, Chester do. 6½@8.
70 R. Maynes, Western, 5½@7½.
40 Elcorn & Co., do., 6@7.
49 Blum & Co., Western Pennsylvania, 7@7¼.
83 Rosenburg, Western Virginia, 6@7½.
25 S. Stemburg, Virginia, 4@5.

Cows and Calves were in good request, with sales of 150 head at $48@65.

Sheep were not much inquired after, but prices were unchanged. Sales of 12,000 head at the different yards at 5@6c. per lb. gross.

Hogs were rather slow to move, but holders manifested no disposition to accept lower figures. Sales of 4000 head at $8@8·50 for slop and $9@9·75 per 100 lbs. net for corn fed.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(*By Telegraph.*)

NEW YORK, Jan. 16.—Arrived, steamship Dacian, from the Mediterranean.

SAN FRANCISCO, Jan. 15.—Arrived, steamer Sacramento, from Panama.

FORTRESS MONROE, Va., Jan. 16.—Arrived, bark Lord Baltimore, from Rio for orders.

PORT OF PHILADELPHIA.....JANUARY 16

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.....50 | 11 A. M.....49 | 2 P. M.....51

ARRIVED THIS MORNING.

Schr Ellen Holgate, Golding, from Newbern, N.C., with lumber to Norcross & Sheets.

Schr Lizzie W. Hannum, Rich, from Cape Ann, with granite stone to Barker & Bro.

MISCELLANY.

Steamer Norman, Nickerson, for Philadelphia, cleared at Boston P. M. 14th inst.

Steamer Fanita, Doane, for New York, cleared at Wilmington, N. C., 12th inst.

Br. bark L. G. Bigelow, from Gottenburg for Philadelphia, was spoken Jan. 13, off Barnegat.

Bark Seraphina, at New York yesterday from Rio Janeiro, reports:—Jan. 12, lat. 37

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

CIVIL-SERVICE REFORM.

From Every Saturday.

It sometimes happens that a man's real service to his country begins when he has thrown off the shackles of office and regained the independence of private life. This remark, however, cannot be applied to Hon. Jacob D. Cox—whose article in the last number of the *North American Review* on "The Civil-Service Reform" has given such an excellent impulse to public thought and discussion—because he has rendered the State, while still in early manhood, most valuable services, both civil and military, and because office has been no impediment to his efficiency. The moment it threatened to become so he left the office. No man, therefore, is better qualified, either by ability, character, or experience, to unfold the evils of that official system of patronage which, wielded for partisan and personal purposes, has become an enormous and malignant goitre on our body politic, the removal of which becomes the great political duty of the times. An outcry, of course, will be raised, in certain quarters, that Mr. Cox is an interested party to the question under discussion; that, frustrated in some of his plans while in office, or otherwise so disciplined as to occasion his retirement, he has transferred to the public the dispute which went against him in the Department of the Interior. His reputation, however, is so strong he can afford to disregard all such insinuations as these, while the people will do him the justice—all he probably asks—to take his statements and arguments so far as they are susceptible of substantial verification.

As an exhibit of the evils of the present office-holding system we do not know that Mr. Cox's article gives anything particularly new or startling. The facts have long been known to the public; we might say too well known, for in every part of the country, down to the smallest school district, individuals are found who have assisted in pulling the wires of the great corruption batteries at Washington. Many people, seeing the deplorable results of the present appointing system and despairing of a remedy—have been content to pass the whole question by on the other side—evincing the same disposition which good men often exhibited in the days of slavery, and which is now frequently manifested in regard to the Mormon question. What was wanted, therefore, was a bold, conscientious man to hold this subject up in the sunlight and compel the people to look at it. This Mr. Cox was the man to do, and he has performed his duty well. His article traces, although in outline, yet vividly and impressively, the chain of abuses, flexible, but tough as a snake's vertebræ, which binds the present official system together. Thus, a President of the United States—and he does not of course refer to the present Executive—bent upon securing a re-election, neglects his high duties to stock the national offices with mercenary politicians, who cannot be expected to become good public servants. As he personally knows the names of but very few of the people of the Union, the members of Congress of his own party naturally become his office-brokers; and having their own election to pay for, and perhaps their next election to secure, and offices to their dependants being the acknowledged legal tender in both cases, they can hardly be disinterested operators. Under these circumstances a Congressman's idea of a useful officer, when he recommends a new name to any one of the Departments, is one useful to him, and not to the public service; and the appointee, if he becomes such, does not rely for retention and advancement so much upon his own worth as upon the gracious favor of "the member for his district." Then follows the result—poor officers, not likely to improve so long as they remain in office; terrible neglect and mismanagement of the public business, whether routine, executive, or legislative; and a constant play and interchange of corruption upon the people of this Union, to have withstood which so well as they have gives one the proudest right to boast "I am an American citizen."

The remedy suggested by Mr. Cox is brief but sweeping, being mainly one of competitive examination, both for the admission of new members to the civil service and the promotion of those already tried. This, it will be seen, involves the entire divorce of the service from the control of partisan politics, otherwise the competitive examination, wherever lodged or however applied, would be but a farce. We have not the least doubt that it is in this direction that the reform is to be sought. Any specific measure that gives this, whether it is based upon Mr. Jenckes' bill or Senator Schurz's, will be infinitely preferable to the present system, for it will relieve the corrupting congestion at Washington, fed by and reacting upon the whole country. To use the words of Mr. Lowe, the British Chancellor of the Exchequer, it will "withdraw patronage from the dominion of party and give it to the people."

Still, when the time comes for maturing such a measure—and come it must before long—there are some considerations, not directly treated by Mr. Cox, that should be taken into account. We will mention three. First, a new line will have to be drawn between what may be called political and non-political offices. On the one hand it may be asked, If an inspector or weigher and gauger in a custom house, or the several grades of clerks in a department, are all to pass through the gate of competitive examination, why should not the Collector or Head of the Department? On the other hand, Will it answer to cut off all the rewards of political activity now found in the civil service? Would there not be less voting than there is now, less interest in politics, less political education—objects of supreme importance in a republic? It is necessary that our civil service should not only be clerically pure and efficient, but that it should not be wholly divorced from current public opinion. In this point of view it might be advisable to make certain offices hitherto filled by appointment, like post offices, elective. Secondly, no matter how well a competitive examination of applicants for admission to the civil service is conducted, it cannot infallibly indicate good officers, because it does not take cognizance of those habits, moral traits, and mental peculiarities which are as important as educational attainments. We should have, then, this alternative: either to allow the examining board a discretion in this matter (which we understand to be the case in Germany), or else to admit more into the lower grades of the service than might be wanted, in order, by judicious weeding out, to secure the right numbers for promotion. The latter probably would be the safer course, for once open the door to personal discretion and all the old abuses would be crowding in again. Thirdly, it is not well to have official service in this country made a whit more attractive than is necessary to get the public business faithfully and steadily done. The pay, therefore, should be so graded as to invite only the requisite share of popular talent and worth, and to retain it when it has been officially trained. Let us, however, start the reform; its details will take care of themselves.

SINGLE WOMEN.

From the N. Y. Tribune.

The social position of unmarried women of middle age in this country is an anomaly. While the matron and the young girl enjoy a liberty of action unparalleled in any other social system, the so-called "old maid" is set apart in an exceptional degree of seclusion and restriction. She is always a surplus—the one too many. If she makes a career or a home, it is by virtue of her own effort; neither work nor place is defined for her in the social machine.

In England, on the contrary, the unmarried woman of independent means, with the safeguard of a companion, frequently becomes a householder, and of equal weight with the matron in society. In countries, too, whose social organization has been moulded by the Church of Rome, the single woman—be she princess or peasant—finds her niche and honorable work awaiting her. Out of this deficiency in our society grows half the unrest and feverish scheming which make woman now-a-days its most revolutionary member.

The story of a woman in a neighboring city suggests to us this difficulty, and hints at a possible cure. She is about thirty, we are told, possessed of good looks, a competency, and more than ordinary culture, but without a husband or any home ties. Curiously enough, she has taken up neither a mission nor reform. Going into an asylum for blind women, she fitted up apartments with the taste and elegance which her habits demanded, and has made the service of these poor creatures the work of her life, while she does not deny herself the pleasures of the outside world. There seems to us, in this course, not only a high *morale*, but a common sense and shrewd perception of the requirements of womanly nature, from which our reformers might take a valuable hint. "All women," they tell us, "cannot marry. Let them, therefore, be carpenters, lecturers, sea captains, if they will." Now, work of itself never satisfied any woman. It must have a certain element of devotion, romance, self-sacrifice in it, or it is incomplete.

No "Advanced Female," we venture to say, finds in her lectures or the brokering business alone a recompense for the husband, the home, the baby at her breast, out of which fate has cheated her. The Church of Rome, with that keen knowledge of human nature from which we may always profit, provides for the "old maid" not only work and a sure and sufficient livelihood, but clothes her in a uniform which hourly appeals to her sense of romance and devotion. It surrounds her with symbols, pictures, and perfume; endows her with a mystical name, a patron saint, marries her with an actual ring to a heavenly spouse. She is not Miss Blank, nurse, needle-woman, or teacher; she is one with the great army of saints and martyrs gone before.

Now, why cannot our theorists learn something here? Work both for heads and hands and the chances for livelihood lie before Protestants as well as Catholics; the poor we have always with us. On the other hand stands the great army of unemployed single women. When we find among them the disposition to co-operate, to call out the productive capabilities in each other, even to make money singly, together with the common sense to recognize themselves as women, inexorably women, not striving to trample out the distinctive elements of character by which God set them apart as such, we discern at last a glimpse of steps in the Slough of Despond into which some of the sex seem to have fallen.

THE PRESIDENT'S MILITARY HOUSEHOLD.

From the N. Y. Sun.

We notice that a professed eulogist of the administration comes forward to correct public opinion respecting the employment of army officers about the White House as aides-de-camp, secretaries, and ushers. He tells us that there are excellent precedents for the practice, and that President Grant, especially in retaining General Horace Porter, "who was his aide-de-camp in military service, as his secretary, but follows the footsteps of his most illustrious predecessors."

It is false to allege that any previous President has ever kept about his person anything like a staff of military officers. It is a truth that on one occasion President Washington transmitted a communication to Congress by he hands of General Knox; but Knox was at that time a member of the Cabinet, and in the absence of a private secretary very properly carried to Congress a message from the President. The example of President Jackson is equally opposed to the present custom.

The allegation of Grant's apologist is false that Jackson "had as his private secretary, during his whole term from 1829 to 1837, Colonel Andrew Jackson Donelson, a West Point graduate, who was his nephew, and had served as his aid-de-camp." Donelson had resigned from the army years before, and was not a military man at all when he went to Washington as private secretary. He was the only official about the President, General Jackson himself signing the land warrants, a service now performed by a special secretary. The writer is equally mistaken in his other proofs that Jackson kept up a military retinue. "Major Lewis," he says, "lived in the White House during Jackson's administration, drawing his pay as Auditor of the Treasury; and General Call, who had served on Jackson's staff in Florida, was one of the leading personages in Washington during Old Hickory's days." By Major Lewis is meant William B. Lewis, Third Auditor of the Treasury. He was an old friend of General Jackson, and for a time was his guest at the White House; but he was not a military officer, held no official place in the household, and had no duties to discharge there. General Call was a private citizen, holding no office of any kind, and merely visiting President Jackson as a friend.

Next we have the example of President Taylor, who, we are informed, "did precisely what General Grant is now so berated for. He took with him to the White House his aid-de-camp Colonel Bliss, who acted as his private secretary until the President's death, when he returned to the army. The truth about this is that Colonel Bliss, who was President Taylor's son-in-law, was his Assistant Adjutant-General during the Mexican war; and after General Taylor became President Colonel Bliss served as his private secretary, performing alone, without colonels or generals or civilians to help him, all the duties of the office until Taylor's death. At that time, however, there was no law to forbid an army officer from becoming the private secretary of the President. Such is not the case at present.

The Army act approved July 15, 1870, provides in section 18 that "it shall not be lawful for any officer of the army of the United States, on the active list, to hold any civil office, whether by election or appointment; and any such officer accepting or exercising the functions of a civil office shall at once cease to be an officer of the army, and his commission shall be vacated thereby." This provision utterly forbids the employment of military officers at the White House. But President Grant keeps three such officers about him in violation of this law. In the "Congressional Directory," just published at Washington, these officers are set down as secretaries of the President. They are General F. T. Dent, General Horace Porter, and General O. E. Babcock. In the official reports of Congress, General Porter, who habitually bears the messages of the President to the Capitol, is constantly represented as his secretary. This is a false representation. General Porter is not a secretary of the President at all. It is well known that the only private secretary is Mr. Robert M. Douglass. But whatever else Mr. Douglass may do, he has never performed the most conspicuous function of the office, which is to bear the President's messages to Congress.

The three military officers who thus figure as the President's secretaries fall under that provision of the law which forbids any officer of the army to exercise the functions of a civil office. In the view of the law they have all vacated their commissions by violating this provision. But this is not the worst feature of the case. If President Grant wishes for three additional secretaries, it is his duty to apply to Congress for authority to appoint them, and also for an appropriation to pay for their services. This he has not been willing to do. He prefers to attain the purpose of keeping up so large a staff by subterfuge and equivocation, alike unworthy of the President and of the officers whom he puts in a false and illegal position. These three officers appear upon the rolls of the army not as secretaries of the President, but as aides-de-camp in the staff of General Sherman. As such they are paid, and General Sherman details them for service about the person of the President. This piece of false pretense, this sneaking sort of illegality, is, we say, not creditable to any of the parties engaged in it.

If there be any reason why General Grant should have a larger number of secretaries than any of his predecessors, there is no doubt that Congress, on proof of the necessity, will grant them. But certainly they should not be military men. No civil officer, and least of all a President who has been a military man, should be surrounded by a military staff. There is in it something odious and repugnant to the public feeling, which should not be tolerated for an hour. But the case becomes still worse when such a staff is maintained by the President by means which savor of false pretenses, and involve a deceitful violation of the spirit and letter of the law.

LEGAL NOTICES.

SURVEY NOTICE.

All persons interested in the Survey, Regulation and Alteration of the following Public Plans of the City, are notified that the Court of Quarter Sessions of the City and County of Philadelphia have fixed WEDNESDAY, February 15, 1871, at 10 A. M., at the Court House, main building of the State House, to consider said Surveys, Regulations, and Alterations, and any objections against the same may be made by any freeholder then and there.

The plans, in the meantime, may be seen at the office of the Department of Surveys, No. 224 S. FIFTH Street.

Public Plan, No. 18.—Revision of the grades on part of the Fifth section of the Twenty-third ward, bounded
North by Allegheny avenue.
South by Lehigh avenue.
East by Kensington avenue.
West by Filmore street.

Public Plan, No. 44.—Rearranging the lines and grades of Thirty-fourth street from Market street to the Pennsylvania Railroad.

Public Plan, No. 147.—Revision of street and grade lines in the Twenty-third and Twenty-fifth wards, bounded
South by Wheat Sheaf lane.
West by Trenton avenue.
North by Bridge street.
East by Richmond street.

Public Plan, No. 171.—Original plan of the Regulation of the Seventh section of the Twenty-third ward, bounded
North by Cayuga street.
South by Erie avenue.
East by Twelfth street.
West by Germantown avenue.

Public Plan, No. 154.—Original plan of the Regulation of the First section of the Twenty-third ward, bounded
North by Erie avenue.
South by Lehigh avenue.
East by Ninth street.
West by Tenth street and Germantown avenue.

Public Plan, No. 234.—Original plan of the extension of Broad street from Chew avenue to County Line road.

Public Plan, No. 132.—Original plan of the First section of the late township of Bristol, Twenty-second ward, bounded
North by Fisher's lane and Rockland street.
South by Annsbury avenue and Wingohocking creek.
East by Second street.
West by Sixth street.

Public Plan, No. 204.—Original plan of the Ninth section of the late borough of Germantown, Twenty-second ward, bounded
North by Gorgas street.
South by East Washington avenue.
East by Township Line Road.
West by Chew street.

Public Plan, No. 139.—Original plan of the Second section of the late Blockley township, in the Twenty-seventh ward, bounded
North by Market street.
South by Baltimore avenue.
East by Fifty-second street.
West by Fifty seventh street.

Public Plan, No. 47.—Original plan of the Third section, survey and regulation late township of Blockley, Twenty-seventh ward, bounded
North by Market street.
South by South street.
East by Forty-seventh street.
West by Sixty-fourth street.

Public Plan, No. 121.—Revision of the grades on Thompson street, from Twenty-sixth to Thirty-first street, in the Twentieth ward.

Public Plan, No. 227.—Original plan of Low Water Line and Soundings between Greenwich Point and Broad street, and west of Broad street in the First and Twenty-sixth wards.

Public Plan, No. 238.—Plan of the resurvey of a part of the Second and Third wards, bounded
North by German street.
South by Wharton street.
East by Delaware river.
West by Passyunk road.

THOS. J. WORRELL,
City Solicitor.

1 9

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp6

FINANCIAL.

THE STRONGEST AND BEST-SECURED, AS WELL AS MOST PROFITABLE INVESTMENT NOW OFFERED IN THE MARKET.

7 PER CENT. GOLD First Mortgage Bonds,

Coupon or Registered, and free of U. S. Tax,

PRINCIPAL AND INTEREST PAYABLE IN GOLD,

ISSUED BY THE

Burlington, Cedar Rapids, and Minnesota R. R. Co.

The small remaining balance of the Loan for sale

At 90 and Accrued Interest in Currency.

Interest payable May and November.

J. EDGAR THOMSON,
CHARLES L. FROST, } Trustees.

The bonds are issued at $20,000 per mile against the portion only of the line fully completed and equipped.

The greater part of the road is already in operation, and the present earnings are largely in excess of the operating expenses and interest on the bonds. The balance of the work necessary to establish through connections, thereby shortening the distance between St. Paul and Chicago 45 miles, and 90 miles to St. Louis, is rapidly progressing, in time for the movement of the coming grain crops, which, it is estimated, will double the present income of the road.

The established character of this road, running as it does through the heart of the most thickly-settled and richest portion of the great State of Iowa, together with its present advanced condition and large earnings, warrant us in unhesitatingly recommending these bonds to investors as, in every respect, an undoubted security. A small quantity of the issue only remains unsold, and when the enterprise is completed, which will be this fall, an immediate advance over subscription price may be looked for.

The bonds have fifty years to run, are convertible at the option of the holder into the stock of the Company at par, and the payment of the principal is provided for by a sinking fund. The convertibility privilege attached to these bonds cannot fail to cause them, at an early day, to command a market price considerably above par. U. S. Five-twenties at present prices return only 4½ per cent. currency interest, while these bonds pay 9½ per cent., and we regard them to be as safe and fully equal as a security to any Railroad Bond issued; and until they are placed upon the New York Stock Exchange, the rules of which require the road to be completed, we obligate ourselves to rebuy at any time any of these bonds sold by us after this date at the same price as realized by us on their sale.

All marketable securities taken in payment free of commission and express charges.

HENRY CLEWS & CO.,
No. 32 WALL Street, N. Y.

FOR SALE BY

TOWNSEND WHELEN & CO.,
BARKER BROS. & CO.,
KURTZ & HOWARD,
BOWEN & FOX,
DE HAVEN & BROTHER,
THOS. A. BIDDLE & CO.,
WM. PAINTER & CO.,
GLENDENNING, DAVIS & CO.,
C. D'INVILLIERS,
EMORY, BENSON & CO.,

PHILADELPHIA,

Of whom pamphlets and information may be obtained. 12 1 24t*

Bowles Brothers & Co.,

PARIS, LONDON, BOSTON,

No. 19 WILLIAM Street,

New York,

ISSUE

Credits for Travellers

IN EUROPE.

Exchange on Paris and the Union Bank of London,

IN SUMS TO SUIT. (1 7 3m†

CITY OF BALTIMORE.

$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $200,000 for the liquidation of this debt at maturity An exhibit of the financial condition of the city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.

WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
Finance Committee.

1 6 60t†

EDUCATIONAL.

EDGEHILL SCHOOL

MERCHANTVILLE, N. J.,

Four Miles from Philadelphia.

Next session begins MONDAY, January 9, 1871.

For circulars apply to

21 1y Rev. T. W. CATTELL.

YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON Street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 sm tu2m

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,

No. 126 Walnut and 21 Granite Sts

IMPORTERS OF

Brandies, Wines, Gin, Olive Oil, Etc.

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PURE RYE WHISKIES,

IN BOND AND TAX PAID. 12 8p4

SHIPPING.

NATIONAL LINE.

STEAM TO AND FROM

Liverpool, Queenstown, Londonderry, Glasgow, French, German and Scandinavian Ports.

The new, fast sailing, first-class iron steamers

EGYPT,	ENGLAND,
SPAIN,	THE QUEEN,
ITALY,	HELVETIA,
FRANCE,	ERIN,
HOLLAND,	VIRGINIA,
DENMARK,	PENNSYLVANIA,

Sail regularly WEDNESDAY, THURSDAY, and SATURDAY.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $2 in steerage cheaper than other first-class lines.

Passengers also booked by

The Cunard Royal Mail Line,

The United States Mail Line, and

The Anchor Line of Steamships.

For passage, or Sight Drafts upon all parts of Europe, apply to

WALLER & CO., Agents,
No. 204 WALNUT Street,
1 16 Just above Second.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Paris, Saturday, Jan. 21, at 2 P. M.
City of Baltimore, via Halifax, Tuesday, Jan. 24, at 1 P. M.
City of London, Saturday, January 28, at 11 A. M.
City of Brooklyn, Saturday, Feb. 4, at 2 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$3
To London	80	To London	32
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The JUNIATA will sail for New Orleans, via Havana, on Wednesday, January 18, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on ——, January ——.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi rives between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail for Savannah on Saturday, January 21, at 8 A. M.

The TONAWANDA will sail from Savannah on Saturday, January 21.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Thursday, January 26, at 6 A. M. Returning, will leave Wilmington Friday, February 3.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent.
4 15 No. 120 South THIRD Street.

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.

Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First cabins, $65 and $75, according to location.
Cabin excursion tickets (good for twelve months), securing best accommodations, $130.
Intermediate, $33; steerage, $25.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HENDERSON BROTHERS,
12 27† No. 7 BOWLING GREEN.

WHITE STAR LINE.

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray.	ARCTIC.
ATLANTIC, Captain Thompson.	BALTIC.
PACIFIC, Captain Perry.	ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

1 5† J. H. SPARKS, Agent.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11

SHIPPING.

LORILLARD STEAMSHIP COMPANY

FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 38 East river, New York, or to

JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc. 2 8 5

FOR SAVANNAH, GEORGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

FOUR STEAMERS A WEEK,

TUESDAYS,
THURSDAYS,
AND SATURDAYS.

THE STEAMSHIPS

SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.

WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.

R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.

MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.

LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. (1 6†

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commission.

Freights taken on accommodating terms.

Apply to

WILLIAM M. BAIRD & CO., Agents,
4 5 No. 132 South DELAWARE Avenue.

FOR ST. THOMAS AND BRAZIL UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh
NORTH AMERICA, Captain G. B. Slocum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 8 4

CORDAGE, ETC.

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 22 N. WATER St. and 29 N. DELAWARE Avenue.

4 13 12m PHILADELPHIA.

CITY ORDINANCES.

RESOLUTION

Of Request to the Legislature of Pennsylvania.

Whereas, During the late Rebellion large amounts of money have been drawn from the City Treasury "for the defense of the city," "relief of families of volunteers," and "bounties to volunteers" by appropriations made by Councils for those purposes, amounting to eleven millions eight hundred and nine thousand and sixty-eight dollars.

And whereas, This large expenditure from the Treasury of the city to aid in the suppression of the late Rebellion was warranted only by occasion, and has vested in the city a just and equitable claim on Congress for the full amount of the same.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Legislature of Pennsylvania be and they are hereby requested to make application to the United States Government to repay to the city of Philadelphia the said sum of eleven millions eight hundred and nineteen thousand and sixty-eight dollars, the amount expended as above mentioned.

Resolved, That a copy of these resolutions be sent to the members of the Legislature from the city of Philadelphia.

HENRY HUHN,
President of Common Council.

Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.

SAMUEL W. CATTELL,
President of Select Council.

Approved this fourteenth day of January Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX,
1 14 1t Mayor of Philadelphia.

OLD OAKS CEMETERY COMPANY OF PHILADELPHIA.

This Company is prepared to sell lots, clear of encumbrances, on reasonable term. Purchasers see plans at the office of the Company,

NO. 518 WALNUT STREET,

Or at the Cemetery, where all information will be cheerfully given.

By giving notice at the office, carriages will persons desirous of purchasing lots at Tioga on the Germantown Railroad, and convey to the Cemetery and return, free of charge.

ALFRED C. HARMER, President.
MARTIN LANDENBERGER, Treas.
MICHAEL NISBET, Sec'y. 10 5 wf

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET

ROPE AND TWINE, BAGS and BAGGING Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

HORSE COVERS, BUFFALO ROBES, Fancy Robes, Lap Rugs, Fur Gloves, Collars. Large stock of all grade goods at low prices. MOYER'S Harness, Saddlery and Trunk Store, No. 720 MARKET Street. 2 17

NEWS SUMMARY.

City Affairs.

—On Saturday, in accordance with orders received from Washington, four hundred and eighty-three of the workmen at the Philadelphia Navy Yard were discharged.

—The eightieth annual report of the First Day or Sunday-school Society states that during the past year 48 schools, embracing 599 teachers and 5877 scholars, have been visited and aided by an appropriation of books and periodicals to the amount of $728·50. The Treasurer, Charles J. Sutter, reported the receipts to be $1265·89, and the expenditures $1076·37, leaving a balance on hand of $189·52.

—There has been forwarded to France from the proceeds of the French Fair, through Messrs. Drexel & Co., 2500 francs ($555) to Mr. Kuss, Mayor of the city of Strasburg; £400 sterling to M. le Comte de Hanjuy, at Bordeaux, and £800 sterling to the Society of Quakers, London (War Victims' Fund), for the wounded and destitute in France. The total remittance amounts to $7067.

—About 9 o'clock last night a fire originated in a closet in the third-story front room of No. 1633 Germantown avenue, owned and occupied by a Mr. Stub, dealer in hosiery and notions. The upper story and roof were destroyed. From here the flames communicated to No. 1635, occupied as a bakery. The upper part of this building was badly damaged; the loss will be $3000.

—On Saturday Revenue Detective Hause and five or six others made a raid into the old Richmond district.

The party arrived upon the infected ground about 2 o'clock, and although a thorough search was made, the suspected parties had evidently received notice of the movement, and all that was found were five hogsheads of mash, which were destroyed.

Foreign Affairs.

—It is said that General Chanzy's defeat is complete.

—The siege of Givet, on the Belgian border, has been raised.

—The Greek Government promises to punish the Marathon assassins.

—The ships Calliope and Crescent collided in the Mersey a day or two since and were sunk.

—The conference on the Eastern difficulty has been summoned to meet in London on the 17th instant.

—Thursday's bombardment of Paris is characterized as having been fearful, especially from the south.

—The capture of the fortified town of Peronne by the Germans secures a line of advance for the German reinforcements.

—The steamer Hornet succeeded in landing supplies for the insurgent Cubans at Punta Brava, but the Spanish troops landed shortly afterwards and captured the entire cargo.

—The French Foreign Office has protested against the bombardment of Paris, on the ground that it was commenced without the formal notification required by the usages of civilized warfare.

—Prince de Joinville recently appeared in France and requested of General Chanzy that a command be given him. The matter being referred to Gambetta, he ordered the Prince to leave the country under the penalty of arrest.

—There being more movements for restoration, Bismarck, on being approached upon the subject, said that Prussia does not desire to interfere with the internal affairs of France, but will treat with any *de facto* government that will make peace.

—Count Bismarck is preparing a circular showing that abundant and unprecedented facilities existed for victualling Paris at the very time of the refusal by the French Provisional Government of Germany's most liberal proposals for an armistice.

Domestic Affairs.

—Bills have been introduced in the Nevada Legislature to legalize gift concerts for charitable purposes.

—Admiral Porter was taken quite ill on Friday night, but is now regarded as entirely out of danger.

—Another nitro-glycerine explosion took place in the Hoosac Tunnel on Saturday, and three workmen were severely injured.

—A mulatto woman brings a suit in Cincinnati, and places her damages at $20,000, for being kidnapped and sold into slavery in 1853.

—The purser and four of the passengers of the City of Brooklyn, recently landed at Grimsby from the steamer Hansa, are confident of the Brooklyn's safety.

—Professor William P. Blake has been appointed geologist and mineralogist to the San Domingo Commission, and the botanist of the Agricultural Department will also accompany it.

—Resolutions were offered in the Massachusetts Senate on Saturday, and referred to the Committee on Mercantile Affairs, urging Congress to extend relief to American shipbuilding interests.

—Bishop Doane, of New York, has drawn up for the private use of the congregations of the Diocese of Albany, and also the churches, a prayer for rain, in view of the unparalleled scarcity of water at this season.

—The select committee of the State Senate to inquire into the formality and character of the petition against Senator Dechert, of the First district, have had several meetings, and are about to make their report.

—A Chicago detective asserts that he knows the whereabouts of Mr. Nathan's murderer; but the New York police and detectives wanting to come in for a share of the reward offered, the Chicago officer declines further developments until he arranges the matter with the Jersey City detectives.

HON. JOHN COVODE.

The Funeral Ceremonies—His Friends Present—Solemn and Impressive Scene.

LOCKPORT, Jan. 14.—This morning, as the sun rose over a mild and balmy day, the roads leading to Covodeville, which wound around the high hills, were dotted with people on horseback going to pay their last homage to one whom they had stood by in a dozen political battles.

The Congressional Committee arrived about 9 A. M., and consisted of Senator Scott, of Pennsylvania, on the part of the United States Senate, and Hon. U. Mercur, Hon. C. W. Gilfillan, Hon. Darwin Phelps, Hon. J. L. Getz, Hon. D. J. Morrell, of Pennsylvania; Hon. L. Roots, of Arkansas; Hon. S. B. Axtell, of California; Hon. J. L. Morphiss, of Mississippi; Hon. R. T. Van Horn, of Missouri, on the part of the House, as pallbearers.

Hon. W. J. Howard, the General Solicitor, Mr. Creighton, and other officers of the Pennsylvania Railroad, Hon. H. D. Foster, member elect from the district, General C. P. Merkle, of West Newton, and Hon. J. Fulton, of the Pennsylvania Legislature, were among the public men who had hunted up this little house on the hillside. The friends and neighbors were counted by the hundred, and for an hour the quiet throng pressed through the little narrow hall to take a last look at the face of one who had been a friend to all who knew him.

The corpse was dressed in a suit of black. His features seemed as natural as though he was just going to speak, and but few dry eyes left the hall. Upon the rosewood coffin was a neat silver plate, with the inscription.—

HON. JOHN COVODE.
Died January 11, 1871.
Aged 62 years.

The services were opened by singing the well-known hymn "Rock of Ages." A fervent prayer was offered by Rev. Mr. Boyle, of Fairfield, and Rev. Mr. Walker then preached a short sermon on the dispensations of Providence spoken to us in our daily life, and besought his hearers to follow the Divine injunction and watch, for they know not at what hour the bridegroom cometh; for, as the Scripture was written hundreds of years ago, so it is taught us to-day to more fully impress upon our minds to set our house in order and be always ready.

Rev. Mr. Boyle then made some eloquent remarks upon the deceased, whose "life's battle was over." He spoke of him as "an ardent, devoted friend," as any one whom he was acquainted with will rise up and testify to here in this valley where he was known so well. An ardent friend, he was also an earnest worker who has written his history on the pages of his country, and who did what he could with his whole soul. "As a laborer or as a representative in the halls of Congress, he was never indolent; he never lost any time, but was always employed for the good of his family, his people, and his country." His were the works that go to make great men. His greatness cropped out everywhere; he was not great in but one thing, but in all; and to-day we live in a country where none are born great, but where any man may achieve greatness.

He spoke of the generous manner in which his political opponents now came forward to testify to their admiration for the man, and closed with a fervent prayer for the family and friends. A benediction, asked by Rev. Mr. Graham, ended the exercises, and the Congressional pall-bearers bore the corpse to the hearse, and then the long, sad procession, over a mile in length, followed it to the little old church yard where his first wife and elder daughter and first-born son (Colonel Covode) are sleeping their last sleep.

ANOTHER STEAMBOAT DISASTER.

THIRTY LIVES REPORTED LOST.

MEMPHIS, Jan. 15.—The steamboat T. L. McGill, from St. Louis for New Orleans, was burned at "Shoo Fly" bar at 9 o'clock last night. The fire broke out aft, and owing to a gale prevailing, the flames spread rapidly, and the passengers had barely time to rush to the bow and plunge into the river before the fire was upon them. To add to the horrors of the scene, the weather was very cold, and many who plunged into the river were chilled, and sunk to rise no more.

The boat had been aground for two days, and had unloaded two hundred tons of her freight in order to get over the bar. She had on board 900 tons of general merchandise, including pork and coal oil. Just as the passengers were preparing to retire an alarm of fire was raised, and a general stampede ensued.

The steamers St. Francis and Ann White, which had passed her, were several miles above, but seeing her on fire turned back, and arrived in time to render valuable assistance. The H. C. Yerger being near by also rendered assistance. The Ann White brought up 36 persons picked up along the shore.

It is probable that thirty of those on board the steamer when the flames were discovered are now dead, and that the number includes four women and three children.

Philip Lock, of Philadelphia, Pa., is missing.

FROM WASHINGTON.

Important Official Orders—Reorganizing the Internal Revenue Department.

WASHINGTON, Jan. 14.—The following Executive orders were to-day issued:—

EXECUTIVE MANSION, Jan. 14, 1871.—By virtue of authority vested in me by the 18th section of the act entitled An act to reduce internal taxes and for other purposes, approved July 14, 1870, it is hereby ordered that the following adjoining

Collection Districts in the State of New York

be annexed to and united with each other, and hereafter compose but one district, to wit:—the First, Second, and Third districts, as now constituted, to be hereafter known and designated as the First Collection District of the State of New York.

The Fourth and Sixth districts to be hereafter known and designated as the Second New York Collection District.

And the Fifth and Seventh districts to be hereafter known and designated as the Third Collection District of New York.

This order to take effect on and after the first of February, A. D. 1871. U. S. GRANT.

The New Pennsylvania Districts.

Similar orders have been issued for the consolidation of collection districts in Pennsylvania and Ohio, in the following manner:—

Pennsylvania—The First and Third districts to be hereafter known and designated as the First district. The Second and Fourth districts to be hereafter known and designated as the Second Collection district.

Ohio—The First and Second districts, as now constituted, to be hereafter known and designated as the First district.

New York Officers Retained.

In the First district of New York, under the consolidation, James Freeland is retained as collector and James Jourdan as assessor.

In the Second Consolidated New York district, M. H. Treadwell is retained as collector and Max Weber as assessor.

In the Third New York district, John McHary is retained as collector and Morris Freidsam as assessor.

In the Eighth and Ninth districts of New York it was found inexpedient to consolidate on account of the extent of the districts and the rapid growth in population and business, but the following changes in the Revenue offices were deemed proper and have been made:—In the Eighth district, Charles R. Coster has been transferred as Collector and Augustus Ford retained as Assessor.

The Ninth district remains as at present—William A. Darling Collector, and A. P. Ketchum Assessor. The Thirty-second district remains intact as to territory, with Willard Bullard appointed Collector, and Spencer Kirby retained as Assessor. William Latimer, Collector of the Eighth district of New York, wishing to be relieved of the duties of office, tendered his resignation to take effect upon the change being made.

Pennsylvania Officers Retained.

In Pennsylvania the following officers are retained:—First district, as consolidated, J. B. Kenney as Collector, William B. Elliott, Assessor. Second consolidated district, Horatio G. Sickel Collector and Charles B. Barrett Assessor.

Ohio First consolidated district is officered by R. B. Pullan Collector and Lewis Weitzel Assessor.

—There is a paper in New Orleans which is strong on coincidences, and its latest is this:—A child was stolen not long ago while the bells were ringing for a fire in a certain building. The evening the child was found another fire occurred in the same building. And on Thursday morning last, when the trial of the abductors of the child was begun in the Criminal Court, the same building took fire a third time and was burned down.

—Attorney-General Akerman, it is said, recently remarked that it might be true that a few persons would be pecuniarily benefited by the annexation of San Domingo, but, he added, to object to annexation on that account, when the possession of the island will be of such great advantage to the country, is like stopping commerce between two nations because there are rats on the ships which eat the crumbs of the cargo.

—There is one happy woman in Boston, though she does live in one little room and possesses little of this world's goods. She is happy because she has thirteen cats and loves them all.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY

SUN RISES	7·22	MOON SETS	2·33
SUN SETS	4·59	HIGH WATER	9·18

PHILADELPHIA BOARD OF TRADE.

GEORGE L. BUZBY, GEORGE N. TATHAM, J. PRICK WETHERILL, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS

FOR AMERICA.

Britannia	Glasgow	New York	Dec. 21
Holsatia	Hamburg	New York	Dec. 21
C. of Dublin	Liverpool	New York	Dec. 24
Australia	Glasgow	New York	Dec. 24
S. America	Rio Janeiro	New York	Dec. 26
Virginia	Liverpool	New York	Dec. 28
India	Glasgow	New York	Dec. 31
Hermann	Bremen	New York	Dec. 31
Aleppo	Liverpool	New York v. B.	Jan. 3
Holland	Liverpool	New York	Jan. 4
Manhattan	Liverpool	New York	Jan. 4
C. of Merida	Vera Cruz	New York v H.	Jan. 5

FOR EUROPE.

Alaska	New York	Hong Kong	Jan. 18
Abyssinia	New York	Liverpool v. H.	Jan. 18
Erin	New York	Liverpool	Jan. 18
Nebraska	New York	Liverpool	Jan. 18
Ville de Paris	New York	Havre	Jan. 18
Siberia	New York	Liverpool	Jan. 19
France	New York	Liverpool	Jan. 21
Britannia	New York	Glasgow	Jan. 21
C. of Paris	New York	Liverpool	Jan. 21
C. of Baltimore	New York	Liverpool v. H.	Jan. 24
Manhattan	New York	Liverpool	Jan. 25
Iowa	New York	Glasgow	Jan. 25
Deutschland	New York	Bremen	Jan. 28
Washington	New York	Havre	Jan. 28
India	New York	Glasgow	Jan. 28
Wyoming	New York	Liverpool	Jan. 28
C. of London	New York	Liverpool	Jan. 28
C. of Brooklyn	New York	Liverpool	Feb. 4

COASTWISE, DOMESTIC, ETC.

Juniata	Philadelphia	New Orleans	Jan. 18
Morro Castle	New York	Havana	Jan. 19
Hy. Chauncey	New York	Aspinwall	Jan. 20
Cortes	New York	New Orleans	Jan. 21
Wyoming	Philadelphia	Savannah	Jan. 21
Merrimack	New York	Rio Janeiro	Jan. 23
Pioneer	Philadelphia	Wilmington, N.C.	Jan. 26

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Steamship Roman, Baker, Boston, H. Winsor & Co.
Steamship Benefactor, Sherwood, New York, John F. Ohl.
Brig S. V. Merrick, Lippincott, Matanzas, Warren & Gregg.
Br. schr Iris, Bradley, St. John, N. B., Souder & Adams.
Schr John S. Lee, Vangilder, Charleston, Chas. Haslam & Co.

ARRIVED YESTERDAY.

Bark Linda, Smith, 17 days from Havana, with sugar to Isaac Hough & Morris—vessel to D. S. Stetson & Co.
Brig Lizzie Wyman, Keene, 15 days from Havana, with sugar to S. & W. Welsh.
Schr Chimo, Lansil, 23 days from Kingston, Jam., with mdse. to D. N. Wetzler & Co.
Schr Morgan E. Coyne, —, from New York, with barley. Towed up by tug S. J. Christian.
Schr American Eagle, Shaw, from New York, with barley. Towed up by tug Colonel S. L. Brown.
Steamtug America, Chambers, from Delaware Breakwater. Towed up bark Linda, brig Lizzie Wyman, and schr Chimo. Below the Brandywine, passed an unknown ship, bound up.

(By Telegraph.)

LEWES, Del., Jan. 14—A. M.—A large ship is passing in, with no signals.

In harbor, bark Frednaes, from Liverpool for Philadelphia; brig S. Allen and schr Cora Etta, for do.

P. M.—In harbor, brig Shepherdess, from Pernambuco, and schr Cora Etta, 7 days from Darien, Ga., all for Philadelphia; also, brigs Hermes and Cooper Parker, bound out; schr R. Jameson, from New York for Baltimore. Spoken, 14th inst., schr John Bird, lat. 36, bound south.

No report from the ship passed in to-day. The pilots say she is the City of Boston.

NEW YORK, Jan. 14.—The steamer France arrived to-day from Liverpool, and reports speaking on Jan. 8, lat. 47 38, long. 42, the steamer City of Brooklyn, hence for Liverpool. This is four days later than when she was spoken by the Denmark, and was her eighth day out.

Arrived, Br. steamer Siberia, Harrison, from Liverpool, Queenstown, and Boston.

Jan. 15.—Arrived, steamers City of Baltimore, fm Liverpool, and City of Rio Janeiro, fm Rio Janeiro; Lieut G. W. Delaney, of the U. S. steamer Lancaster, is a passenger.

The schr Barracouta, of Gloucester, from Baltimore for Boston, with oats, which arrived to day, reports on Jan. 14, at 6·30 P. M., 20 miles northeast of Barnegat, was run into by the steamship Manhattan, hence for Charleston, carrying away her foremast ten feet above the deck, and mainmast. The steamer appeared to have sustained no damage, as she continued on her course.

(By Cable.)

MOVILLE, Jan. 14.—Arrived, steamship Caledonia, from New York.

MISCELLANY.

City Ice-boat No. 1, Captain Mason, on Saturday morning towed ship Asia around to the Schuylkill.

Ship Abraham Lincoln, Cozzens, from London for Philadelphia, at Deal 29th ult., and proceeded 30th.

Br. steamer Angila, Craig, from New York 7th inst. for Glasgow, which put into St. Johns, N. F., evening of 12th inst., with a leak in the forehold and pumps choked, would discharge the cargo from the forehold, stop the leak, reload, and proceed.

Br. steamer Tiber, Crombie, at New York 13th inst. from Swinemunde Dec. 5 and Antwerp 21st, had 60 passengers. Jan. 9, 190 miles E. from Nantucket, had a terrific hurricane, lasting 24 hours, during which carried away mainsail, stove boat, watercloset, companion-way, and filled the between decks and cabin with water.

The Thusnelde bark, of Stralsund, Vorsetz, from Philadelphia for Bremen, with a cargo of petroleum, is ashore near Langeroog, and both vessel and cargo are lost. The master, his wife, and eleven of the crew were saved by a lifeboat; three hands, in a boat belonging to the vessel, are missing.

Schr Effie L. Smith (of Camden, N. J.), Smith, hence, bound to New Orleans with a cargo of coal, had heavy weather on the 29th Dec. in lat. 29, long. 74; lost rudder and sails; put into Nassau 6th inst. for repairs.

The ship before reported ashore north of Martin's Industry and Port Royal, struck on North Breaker, near Port Royal, 7th inst. She had painted ports, and is supposed to have a cargo of iron.

CARRIAGES.

ESTABLISHED 1853.

JOSEPH BECKHAUS,

No. 1204 FRANKFORD Avenue,

ABOVE GIRARD AVENUE,

Manufacturer of exclusively FIRST-CLASS

CARRIAGES.

NEWEST STYLES.

Clarences, Landaus, Landaulettes, Close Coaches, Shifting qr. Coaches, Coupes, Baronches, Phætons, Rockaways, Etc., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country.

Fine and varied stock on hand—completed and in the works. Orders receive prompt and personal attention. All work warranted. 12 21 3mrp

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

IRON FOUNDERS,

(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)

Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELLED, AND TON HOLLOWWARE.

FOUNDRY, Second and Mifflin Streets.
OFFICE, 209 North Second Street.
FRANKLIN LAWRENCE, Superintendent.
EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON, President. JAMES HOEY, General Manager.

6 27 mwf 6m

BOARDING.

1121 GIRARD STREET, BETWEEN ELEVENTH and TWELFTH and CHESNUT and MARKET streets. Vacancies for Families and Single Gentlemen. Also, a suit of rooms on the second floor, furnished or unfurnished, with first-class board. Also, table board. 10 24tf

PROPOSALS.

UNITED STATES MAILS.
PENNSYLVANIA.
POST OFFICE DEPARTMENT, WASHINGTON, Sept. 30, 1871.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7·30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7 30 A. M.;
Arrive at Butler by 4 P. M.

2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.

2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 3 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

2636 From Bottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.

2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.

2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.

2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.

2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.

2647 From Millertown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.

2648 From Edge Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.

2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7·30 A. M.;
Arrive at Newport by 10·30 A. M.

2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.

2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattaburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11·30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2·30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

2654 From Russell Hill to Kelserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6·30 A. M.;
Arrive at Phœnixville by 8·30 A. M.

2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

2658 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

2660 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Millestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

2661 From Liberty, by Brittonwood (no office) and Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
1 9 eod tM1 Postmaster-General.

REAL ESTATE AT AUCTION.

NOTICE.—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by
THE CENTRAL PASSENGER RAILWAY COMPANY
of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said Mortgage
WILL SELL AT PUBLIC AUCTION,
at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by
MESSRS. THOMAS & SONS, AUCTIONEERS,
at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, $300; No. 2, $200; No. 3, $300; No. 5, $100, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER, } Trustees.
W. W. LONGSTRETH, }
M. THOMAS & SONS, Auctioneers,
12 5 60t Nos. 139 and 141 S. FOURTH Street.

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust and Safe Deposit Company
OF PHILADELPHIA,
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.
Capital subscribed, $1,000,000; paid, $600,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

DIRECTORS.

N. B. Browne,	Alexander Henry,
Clarence H. Clark,	Stephen A. Caldwell,
John Welsh,	George F. Tyler,
Charles Macalester,	Henry C. Gibson,
Edward W. Clark,	J. Gillingham Fell.

Henry Pratt McKean. [5 13 fmw]

MILLINERY.

MRS. R. DILLON
NOS. 333 AND 331 SOUTH STREET,
FANCY AND MOURNING MILLINERY, CRAPE VEILS.

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods. 1 4

AMUSEMENTS.

SÆNGERBUND

GRAND BAL MASQUE,

AMERICAN ACADEMY OF MUSIC,

TUESDAY, JANUARY 17, 1871.

Doors open at 7½ o'clock.

THE GRAND CARNIVAL PROCESSION

will commence at 9 o'clock.

TWO ORCHESTRAS, under the Directorship of CARL SENTZ and H. OBERKIRSCH.

CATERERS—C. GRAINER and A. REISTLE.

Tickets, $5, admitting one Gentleman and Lady. Additional Ladies' Tickets, $1 each; for sale at North's Music

Evening Telegraph

PUBLISHED EVERY AFTERNOON (SUNDAYS EXCEPTED), AT THE EVENING TELEGRAPH BUILDING, No. 108 S. THIRD STREET, PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

MONDAY, JANUARY 16, 1871.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

MR ABBOTT, of North Carolina, proposes to attempt to get a seat in the United States Senate, not because he received a majority of votes for that position, or because he is legally elected, but because his successful competitor, Governor Vance, is disqualified. If the latter allegation is well founded it seems an infinitely better reason for ordering a new election than for admitting to the Senate a man who is not the legal choice of the people of North Carolina. The Republican party of the South has already suffered so much from arrangements similar to that contemplated by Abbott, that they should all be discountenanced in future. A large portion of the office-holding Southern Republicans have proven miserable and traitorous time-servers at best, and it is an exceedingly unprofitable task to exercise doubtful powers in behalf of any of them. They are too poor a lot to justify heavy investments.

IT IS RUMORED that while the technical reason that Ahern is not brought to trial on the charge of creating a riot in the room occupied by the Return Judges of the October election may be neglect to prefer charges in the proper manner, the reason why such charges are not preferred is that Ahern's trial would lead to developments damaging to some of the Republican politicians of this city. Is it possible that this story is true? If so, the public will be more anxious than ever to learn how it is possible that Ahern, the chosen favorite of the Fourth ward, could have acted in harmony with, or in the interest of, shining lights of the Republican organization. This dark mystery should be cleared up. The present District Attorney has shown that, in some instances at least, he is ready to enforce strict justice against members of his own party, and we do not see why he should be over-mindful of the reputation of any Republican politicians.

GOVERNOR GEARY claims credit for being wonderfully virtuous in the exercise of the pardoning power, and he has made a great parade of his readiness to take the public into his counsels, and to inform them of the reasons for which each pardon has been granted. When this doctrine came to be applied, however, to a case that excited much interest in this community—that of Dr. Landis—Geary suddenly changed his base; all the accompanying papers were placed beyond the reach of our reporter, and unusual precautions were taken to withhold the names and statements of the petitioners from the public. If there had been really good grounds for a pardon, the Governor should have been glad to spread them before the community, and to explain as fully as possible how he came to overrule the judgment of a Philadelphia Court and a Philadelphia jury in regard to the character of a publication that had appeared in their midst. The suppression of the pardon petition or petitions in question, therefore, is strongly indicative of conscious error.

MISSOURI is a great State for free fights, political as well as personal, and it appears not unlikely that her politicians are about to have one over the United States Senatorship. The Democracy, who have a majority on joint ballot in the Legislature of about fourteen votes, recently nominated as their candidate blatant Frank Blair, and as several good men and true, who have followed the Democratic banner through sunshine and storm, were set aside to gratify his ambition, there are many grumblings and growlings among the true blues of the Democratic camp. On the other hand the Republicans, after having frittered away their strength by foolish divisions, are beginning to see the necessity of a display of partisan wisdom, and they are to hold a caucus to-night, at which a candidate strong enough to carry off the prize may possibly be nominated. It is to be hoped that mutual conciliation will lead to the defeat of Blair. Everything by turns and nothing long. he is one of the most arrant demagogues and most dangerous politicians in the country, and his election to the Senate would be little less than a national calamity.

THE LONG AGONY occasioned among politicians by the consolidation of Internal Revenue districts in this city is over. Judge Kelley comes out of it right side up, the old officers of the Fourth district, Messrs. Sickel and Barrett, being both retained in office and their rule extended over the Second district in addition to their old domain. A compromise was effected in the choice of the officials in the newly-consolidated First and Third districts, the Collector of the former and the Assessor of the latter being kept in office, so that Boice and Myers each get half a loaf. Since these grave matters are settled, and since the hearts of the country members are gladdened by an abandonment of the scheme for consolidating the country districts, the Washington world will once more wag on smoothly, and good citizens can retire to bed in the comfortable assurance that the Union is safe.

THE FICKEN SHOOTING CASE AGAIN.

A VERY determined effort is now being made to obtain the remission of the forfeited bail entered in the case of Richard Ficken, who was nearly a year ago indicted on the charge of maliciously shooting and injuring a boy named Arthur Curran. The affair excited a great amount of indignation at the time on account of its peculiarly outrageous character. Fears, however, were expressed that Ficken would be allowed to escape the penalty of his crime on account of his wealth; and in order to obtain as firm a hold upon him as possible, a heavy bail bond was demanded by the court. These fears were fully justified, for bail was entered by F. L. Williams, the partner of Ficken, and the criminal as soon as he obtained his freedom left for Europe, where he has remained ever since, the probabilities of his returning being exceedingly slim, unless a pardon is obtained, which will be a bar to further prosecution. When Ficken did not put in an appearpearance his bail, to the amount of $12,500, was declared forfeited, and an execution against the property of Williams was issued. Justice demands that this sum should be paid, and we hope sincerely that District Attorney Sheppard will use his best efforts to obtain it, and to prove that, although a man has wealth and social position, he cannot commit with impunity such a crime as that of which Ficken is guilty. Able counsel has been employed to stay the execution on the property of Ficken's partner, and thus far the efforts have been successful. It is understood also that application has been made to the Governor for the remission of the penalty, and the public are interested in knowing what action his Excellency will take in the matter. If this money is not paid, it will be said with truth that Messrs. Ficken and Williams have been allowed to escape on account of their wealth, where poorer men would have been made to suffer to the full extent of the law. Ficken's assault on the boy Curran was a totally unjustifiable outrage, and it should have secured for him a term of years in the penitentiary. His bail money, if it is exacted, will practically come out of his own pocket; and as it is the only punishment that can now be meted out to him, it will be a great scandal if it is not collected to the last dollar. When Ficken's case originally came into court the District Attorney displayed a commendable amount of vigilance and activity, and we hope sincerely that he will not permit the forfeiture of this bail bond to be remitted without a determined effort to prevent it.

STAFF RANK IN THE NAVY.

IT IS expected that the bill prepared by Representative Stevens, of New Hampshire, defining the rank and privileges of the staff officers of the navy, will come up for consideration to-day in the House of Representatives, when it should receive the consideration it deserves, and be promptly passed. This bill gives the surgeons, engineers, and paymasters positive rank, but it does not give them military command or any rights and privileges that will conflict with good discipline or the efficient workings of the naval system. It places the staff of the navy on the same footing exactly as the staff of the army, and if it becomes a law it will put an end to serious grievances that have caused an infinite amount of demoralization in the naval service. The subject of naval staff rank has been so thoroughly discussed of late that there is no excuse for members of Congress if they do not understand it in all its bearings, and the Stevens bill, that gives the staff officers all that they can properly demand, should be allowed to become a law without further delay. In spite of the representations of the line officers, it has been conclusively demonstrated again and again that the staff officers have no ambition to usurp the functions of those who are especially entrusted with military command, and the provisions of the Stevens bill are such that it will be impossible for any of the officers who will be affected by it to overstep their particular lines of duty or to assume responsibilities that do not belong to them. Under the terms of this bill there can never, in any contingency, be two captains to a ship; but the senior line officer, no matter what his rank may be, will have command just as at present. The bill, however, will secure for the staff proper treatment, and protect them from insult and tyranny, and it will make it an object for intelligent, educated gentlemen to enter the medical, engineer, and pay corps by assuring them that they will be protected by the law, and that they will not be at the mercy of the caprice of those who have hitherto assumed to represent the navy, and to consider surgeons, paymasters, and engineers as necessary evils, who have no rights except such as the line may choose to grant them. The question of staff rank is one that Congress will be obliged to meet some day, and trouble will be saved if it is finally disposed of now instead of delaying it until some future time.

OBITUARY.

Baron Saillard.

It is announced that Baron Saillard, a most accomplished and honorable Frenchman, lately attached personally to the Imperial Government, has met his death on the field of battle while defending Paris. At the time of the surrender of Sedan the Baron was Director of the Ministry of Foreign Affairs, and was especially noted for qualities not peculiar to Frenchmen, namely, honesty and frankness. His truthful qualities, though not popular, caused him to be engaged in various missions of the Government where such qualities were necessary. In 1866 he went to Mexico by order of the Emperor, to acquaint Maximilian with the determination of Napoleon to withdraw the auxiliary army of Marshal Bazaine. In 1867 he was sent to Rome to give notice of the removal of the French forces from Italy. Both of these troublesome missions were satisfactorily conducted. After the fall of the Government he remained in Paris. He led his batallion, the 1st of the Mobiles of the Seine, on the 2d of December to the attack of Epinay, near St. Denis. Here he was wounded in the right arm, but kept his horse until a second ball disabled his left arm. As he was being lifted from the saddle a third ball struck him in the groin, and while being carried to the rear a fourth ball struck him in the left side of the neck, coming out near the opposite shoulder, proving that he was a conspicuous mark for the enemy's bullets. He lingered for several days in great agony, and died in an ambulance at the office of Foreign Affairs. He was a member of the Jockey Club, and was counted the best sportsman and horseman in Europe.

THE WESTERN TERMINUS OF THE NORTHERN PACIFIC RAILROAD.—From the special report on the route of the Northern Pacific Railroad by W. Milnor Roberts, Esq., Civil Engineer, we take the following:—

"In referring to Puget Sound, in a general way, the mind naturally embraces the entire expanse of waters of which, technically, Puget Sound, the extreme southern portion, constitutes but a small part. The Gulf of Georgia, and the Strait of Juan de Fuca, are the two grand inlets from the ocean; each being about ten miles wide in their narrowest parts, and generally much wider. The Strait of Juan de Fuca must always be the main commercial avenue from the sea to the extensive region surrounding the vast interior salt water navigation which permeates that portion of United States territory lying between latitude 47 deg. and 49 deg., and between longitude 122 deg. and 124½ deg. The coast line of all these inland seas covers a distance of 1800 miles, surrounded on the eastern side by magnificent forests of pine, fir, cedar, etc., surpassing any forests elsewhere to be found on the globe, in the quantity and quality of the timber. Numerous settlements already exist at different points, generally where saw-mills could be conveniently located, adjacent to the valuable timber tracts, and with their piers so arranged that the largest ocean ships can lie there in perfect safety, at all times, and receive their cargoes of lumber directly from the mills. The facilities for the greatest lumber trade the world has ever known are here; and before the North Pacific Railroad can be completed, the product of the mills around Puget Sound will unquestionably exceed a million of feet per day, or three hundred millions per annum. With the settlements on these shores, which will accompany and follow the construction of this railroad, and with the interior demand that it will create along the line of the road itself, it is safe to claim that on these inland seas will spring up, almost like magic, a trade which will establish this as the world's chief lumber mart. There is not anywhere else on the globe to be found an unoccupied field for the establishment and permanent support of a new great city, such as should form the terminus of a continental railroad, uniting the waters of the Pacific and Atlantic by the shortest line between the great Puget Sound indentation of the coast in the west, and the Lake Superior indentation of the coast on the east. Between these extreme points the distance by a direct line is only about 1350 miles; being thirty degrees of longitude of forty-five miles to each degree, between the latitude of 45 deg. and 48 deg."

NOTICES.

BEST CHANCE TO BUY CLOTHING YET OFFERED.

MEN'S ALL-WOOL OVERCOATS, $8, TO CLOSE OUT
MEN'S ALL-WOOL BUSINESS COATS, $5, BALANCE
MEN'S ALL-WOOL VESTS, $1, OF
BOYS' OVERCOATS, $4 WINTER STOCK.
BOYS' JACKETS, $2.

BENNETT & CO., TOWER HALL, No. 518 MARKET STREET, HALF-WAY BETWEEN FIFTH AND SIXTH STREETS.

The above-named are odd lots, selling at half their value to close them. GREAT CHANCE FOR BARGAINS. *We have in addition the best stock of Ready-made Clothing in Philadelphia, made in the best and most stylish manner. Prices always guaranteed lower than the lowest elsewhere.*

CLOTHING.

HEAVY WINTER CLOTHING

AT

Extraordinarily Low Prices,

AT

WANAMAKER & BROWN'S

OAK HALL,

SIXTH AND MARKET STREETS.

To clear counters for the reception of SPRING GOODS, we will continue to sell at the very Low Prices which we have marked on all our WINTER CLOTHING until the stock is entirely disposed of. We assure the public that all our goods are of OUR OWN VERY BEST MAKE, while our prices for everything are

FAR BELOW THE RATE CHARGED FOR ONLY ORDINARY READY-MADE CLOTHING.

Those who favor Oak Hall with a visit will NOT BE DISAPPOINTED.

WANAMAKER & BROWN,

OAK HALL

POPULAR CLOTHING HOUSE,

S. E. Corner SIXTH and MARKET Streets.

LAST GRAND REUNION

OF THE

"OLD HIBERNIA"

Fire Engine Company,

No. 1,

ACADEMY OF MUSIC,

Monday Evening, January 16, 1871.

Cards of Admission,

FIVE DOLLARS.

1 10 6trp

Established in 1854.

WATCHES.

EVERGOING STEM-WINDERS, KEY-WINDERS, QUARTER SECONDS, MINUTE REPEATERS, ETC. ETC. ETC.

C. & A. PEQUIGNOT,

608 CHESNUT STREET,

9 1 mwf PHILADELPHIA.

WRIGHT'S

NE PLUS ULTRA

Minced Meat.

Unequalled for Quality.

CAUTION.—Beware of all imitations, as there but one WRIGHT in the market.

DEPOT, SOUTHWEST CORNER

SPRING GARDEN and FRANKLIN

SOLD BY ALL GROCERS. 12 15 tfrp

SEWING MACHINES.

THE WHEELER & WILSON SEWING MACHINE,

For Sale on Easy Terms.

NO. 914 CHESNUT STREET,

4 mwf PHILADELPHIA.

CLOTHING.

A BIG STOCK OPERATION.

Our Big Stock is Going Off!

ALL THE WINTER GOODS MUST BE CLOSED OUT.

WE HOLD NO STOCK OVER.

The public can have all our remaining winter garments at an

AWFUL REDUCTION.

Boys can now find every required description of Winter Apparel at

Lower Rates than Ever.

Business Men can be accommodated with Business Suits at

Strangely Low Prices.

For the house, the street, the store, the church, the wedding, the opera, the social festivity, or any other occasion, the

WINTER STOCK

Now so rapidly moving off from the counters of the GREAT BROWN HALL affords opportunity for the most wonderful bargains.

All our Winter Stock

Must make way

For the coming Spring Stock,

Come and see it GO!

ROCKHILL & WILSON

GREAT BROWN HALL,

603 and 605 CHESNUT STREET,

PHILADELPHIA.

HABILLEMENTS

No. 824 CHESNUT ST.

CHARLES STOKES & CO. UNDER THE CONTINENTAL HOTEL PHILADELPHIA: PA.

TAILORS.

Evening Dress Suits.

Military and Naval Uniforms.

COPARTNERSHIPS.

A COPARTNERSHIP IS THIS DAY FORMED between the undersigned, who propose to carry on A GENERAL BANKING BUSINESS, at Nos. 51 and 53 South THIRD Street, in this city, under the style of DUNN BROTHERS.

J. H. DUNN,
R. M. DUNN.

2d January, 18 1 9

OFFICE OF PHILADELPHIA SUGAR HOUSE, DELAWARE AVENUE AND NOBLE STREET, HARRIS, HEYL & CO.

PHILADELPHIA, December 31, 1870.

The partnership heretofore existing between HARRIS, HEYL & CO. expires this day by limitation and the death of Wharton E. Harris. Either of the surviving partners sign in liquidation.

JOHN B. HEYL,
GEORGE W. GIBBONS,
Surviving Partners.

OFFICE OF PHILADELPHIA SUGAR HOUSE, PHILADELPHIA, January 14, 1871.

The undersigned this day enter into copartnership under the firm of HEYL, GIBBONS & CO., as successors of HARRIS, HEYL & CO., and continue the business.

JOHN B. HEYL,
GEORGE W. GIBBONS,
EDWARD O. SMITH.

1 16 6t

FURNITURE.

THE GREAT AMERICAN FURNITURE DEPOT,

1202 MARKET STREET. 1204

Examine our immense stock, unsurpassed in variety and elegance, before purchasing.

WALNUT WORK A SPECIALTY.

We sell 20 per cent. cheaper than auction prices and will not be undersold by any house.

Full Marble Top Walnut Suits.....$60 to $600
Cottage Suits.....$33 to $55
Parlor Suits in Plush, Terry, Reps, and Hair Cloth; Chamber and Dining Room Suits in great variety, all at prices that distance competition. 10 24 mwsrp6m

ALSO, FURNITURE SOLD ON INSTALMENTS.

OPTICIANS.

SPECTACLES.

Microscopes, Telescopes, Thermometers, Mathematical, Surveying, Philosophical and Drawing Instruments, at reduced prices.

JAMES W. QUEEN & CO.,

No. 924 CHESNUT Street,

1 20 mwf4p PHILADELPHIA.

MILLIKEN'S LINEN STORES,

1128 CHESNUT Street and 828 ARCH Street.

NEW IRISH LINENS.

10 Cases IRISH LINENS. just received, at greatly Reduced Prices.

OUR CELEBRATED GOLDEN-FLAX LINEN.
OUR MEDIUM IMPERIAL LINEN.
OUR FINE BOSOM LINENS.
ALSO, RICHARDSON'S SONS & OWDEN'S LINENS, ALL QUALITIES.
MILLIKEN'S STITCHED SHIRT BOSOMS.

We intend to draw hundreds of new customers this season for SHIRT BOSOMS and SHIRTING LINENS.

WE MANUFACTURE THE BEST SHIRT BOSOMS, AND PROMISE TO KEEP AHEAD OF COMPETITION BY SELLING CHEAP.

BARGAIN LOTS OF NAPKINS AND TABLE CLOTHS, ETC. 1 14 smwfm

INSURANCE.

OFFICE OF THE AMERICAN FIRE INSURANCE COMPANY,

PHILADELPHIA, Jan. —, 1871.

STATEMENT OF THE ASSETS OF "THE AMERICAN FIRE INSURANCE COMPANY," on the 31st ult., published in conformity with the act of Assembly, viz.:—

REAL ESTATE.

Nos. 308 and 310 Walnut street, Philadelphia, and lot at Schuylkill Haven, Pa. $125,100·00

MORTGAGES

Being all first mortgages on property in the city of Philadelphia, except one for $2000 in Burlington county, N. J..... 381,200·00

BONDS, ETC.

$40,000 United States '81 Bonds..... 43,900·00
20,000 Pennsylvania Railroad Co., 1st mortgage..... 20,700·00
20,000 City of Philadelphia, free from taxes..... 20,000·00
20,000 Lehigh Coal and Navigation Co., '84..... 17,200·00
10,000 State of Tennessee, 5 per cent..... 5,500·00
10,000 State of Tennessee, 6 per cent..... 6,450·00
15,000 Delaware Division Canal Co., 6 per cent..... 12,000·00
1,225 Schuylkill Navigation Co., '82, 6 per cent..... 894·25
12,000 Schuylkill Navigation Co., 1st mortgage, 6 per cent..... 9,480·00
1,600 City and county of Erie, Pa., 6 per cent..... 1,200·00
10,000 Harrisburg, Portsmouth, Mt. Joy, and Lancaster Railroad Co..... 9,000·00
5,000 Delaware Railroad Co., guaranteed..... 4,500·00
7,000 Susquehanna Canal Co., 6 per ct.. 3,360·00
10,000 Chesapeake and Delaware Canal Co., 6 per ct..... 9,500·00
10,000 North Pennsylvania Railroad Co., 6 per ct..... 10,100·00
10,000 Cleveland and Mahoning Railroad Co., 7 per ct..... 10,000·00
10,000 Commonwealth of Pennsylvania, war loan..... 10,450·00
2,500 Franklin Institute, 5 per ct..... 1,750·00
5,000 Little Schuylkill Railroad and Coal Co., 7 per ct..... 5,000·00
10,000 Hazleton Coal Co., 6 per ct..... 10,000·00
3,000 Delaware and Raritan Canal and Camden and Amboy Railroad and T. Co., '75..... 2,880·00
24,000 Delaware and Raritan Canal and Camden and Amboy Railroad and T. Co., mortgage..... 22,800·00
1,000 Elmira and Williamsport Railroad Co., 5 per cent..... 600·00
25,000 County of Chester, Pa., 6 per ct.. 25,000·00
10,000 Lehigh Valley Railroad Co., 6 per cent., old..... 10,000·00
10,000 Coal Ridge Improvement and Coal Co., 6 per cent. mortgage. 8,000·00

STOCKS.

240 shares Philadelphia, Wilmington, and Baltimore Railroad Company..... 12,000·00
197 " Pennsylvania Railroad Co.. 12,214·00
100 " North Pennsylvania Railroad Company..... 4,600·00
378 " Lehigh Valley Railroad Co. 22,302·00
15 " Philadelphia Exchange Company..... 1,125·00
18 " Philadelphia and Lancaster Turnpike Company..... 270·00

MISCELLANEOUS.

Loans on collaterals..... 129,114·74
Ground rents, well secured..... 40,210·33
Debts due in account, etc..... 2,512·73
Accrued rents and interest..... 16,454·29
Cash—in bank and in office of the Company..... 20,204·59

$1,047,612·34

CAPITAL, $400,000. CHARTER PERPETUAL.

DIRECTORS.

Thomas R. Maris, Charles W. Poulney,
John Welsh, Israel Morris,
P. Brady, John P. Wetherill,
John T. Lewis, W. W. Paul.
Edmund G. Dutilh,

THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary. 1 16 stfrp

HOLIDAY GOODS.

HOLIDAY GOODS.

Spring Horses,

Rocking Horses,

Children's Carriages,

BOYS' SLEDS, WAGONS,

VELOCIPEDES, Etc. Etc.

H. J. SHILL,

Factory, No. 226 DOCK Street,

12 9 4p BELOW EXCHANGE.

DREXEL & CO.,

No. 34 SOUTH THIRD STREET,

American and Foreign Bankers,

DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE.

DEALERS IN

Government and Railroad Securities,

Drexel, Winthrop & Co., No. 18 Wall Street, New York. | *Drexel, Harjes & Co.*, No. 3 Rue Scribe, Paris.

PIANOS.

STEINWAY & SONS'

Grand Square and Upright Pianos.

Special attention is called to their new

Patent Upright Pianos,

With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.

CHARLES BLASIUS,

WAREROOMS,

No. 1006 CHESNUT STREET,

9 13 tfrp PHILADELPHIA.

INSURANCE.

UNION MUTUAL INSURANCE CO.,

N. E. Corner of THIRD and WALNUT.

Incorporated 1804.

PHILADELPHIA, Jan. 5, 1871.

THE FOLLOWING STATEMENT IS PUBLISHED IN CONFORMITY WITH A PROVISION OF THE CHARTER OF THE COMPANY:—

Amount of Marine Premiums written to January 1, 1871..... $95,348·19
Amount of Marine Premiums unearned to January 1, 1870..... 36,534·17
Amount of Fire Premiums written to January 1, 1870..... 44,909 87
Amount of Fire Premiums unearned to January 1, 1870..... 37,237·13

$214,019·34

EARNED PREMIUMS during the year ending as above:—

Marine Risks..... $99,726·37
Fire Risks..... 42,846·90
Interest on Investments and Salvage. 20,037·62

$162,600·89

LOSSES AND EXPENSES, Etc., during same time:—

Marine Losses..... $79,707·20
Fire Losses..... 33,529·27
Reinsurances and Commissions..... 17,353·33
Return Premiums..... 6,590·61
United States and other Taxes..... 2,976·54
Rents, Salaries, and Expenses..... 12,220·02

$153,382·97

ASSETS OF THE COMPANY, January 1, 1871:—

State of Pennsylvania 6 per cent. Bonds.. $10,000·00
City of Philadelphia 6 per cent. Bonds.... 15,000·00
Camden and Amboy Railroad 6 per cent. Bonds, 1889. 11,200·00
" " " " 1883. 3,500·00
" " Mortgage 6 per cent. 1875. 17,000·00
Pennsylvania Railroad second Mortgage 6 per cent. Bonds..... 10,000·00
Chesapeake and Delaware Canal Bonds, 6 per cent..... 14,610·00
Pennsylvania Railroad first Mortgage Bonds, 6 per cent..... 1,000·00
Schuylkill Navigation Company 6 per cent. Bonds..... 10,000·00
Philadelphia and Erie Railroad 6 per cent. Bonds..... 10,000·00
Pennsylvania Canal 6 per cent. Bonds.... 11,500·00
Pittsburg Water Loan 7 per cent. Bonds.. 7,000·00
North Pennsylvania Railroad 6 per cent. Bonds..... 10,000·00
North Pennsylvania Railroad 7 per cent. Bonds..... 4,500·00
Lehigh Valley Railroad 6 per cent. bonds. 5,000·00
100 shares Little Schuylkill Railroad.... 8 5,000·00
173 shares Pennsylvania Railroad..... 8,650·00
100 shares North Pennsylvania Railroad.. 5,000·00
48 shares Delaware Railroad..... 1,200·00
106 shares Pennsylvania Canal Company.. 5,300·00
68 shares Philadelphia National Bank.... 6,800·00
88 shares Farmers' and Mechanics' National Bank..... 8,800·00
160 shares Phœnix Insurance Company.. 800·00
4 shares American West India Company 400·00
20 shares Philadelphia and Southern Mail Steamship Company..... 5,000·00
1414 shares Union Trust Insurance Company..... 14,140·00
Sundry Scrip of Insurance Companies... 1,000·00

Par value..... $302,400·00

Market value..... $188,868·25
Bills receivable..... 27,633·25
Sundry accounts due for Premiums..... 14,534·73
Cash..... 24,361·66

$255,397·89

DIRECTORS.

Richard S. Smith, John Moss,
A. E. Borie, Lemuel Coffin,
Newberry A. Smith, J. H. Tilge,
William C. Kent, W. D. Winsor,
Henry Lewis, Charles D. Reed,
J. P. Steiner, Isaac Hough,
Edward L. Clark, R. H. Howard,
George Lewis, Alex. E. Fergusson,
Samuel C. Cook, Paul Pohl, Jr.,
Charles Wheeler, C. Heiskill,
S. Delbert, D. W. Chambers,
Solomon Townsend.

RICHARD S. SMITH, Pres't.
JOHN MOSS, Secretary.

JANUARY 5, 1871.

The Directors have this day declared a Dividend of SIX PER CENT. on the capital stock and outstanding scrip, free of taxes, payable on demand.

1 10 12t JOHN MOSS, Secretary.

STATEMENT OF THE ASSETS OF THE

PENNSYLVANIA FIRE INSURANCE CO.

Published in conformity with the provisions of the sixth section of the Act of Assembly approved April 5, 1842.

Bonds and Mortgages..... $392,670·00
Bills Receivable..... 27,855·00
Philadelphia City Sixes..... 97,135·40
Philadelphia City Fives..... 4,938·75
Pennsylvania State Loan..... 36,000·00
Pittsburg Sevens..... 16,000·00
Pittsburg Sixes..... 5,535·00
Cincinnati Sixes..... 19,990·00
United States Loan, 6 per cent., 1881..... 20,000·00
United States Loan, Five twenties, 1867.. 30,000·00
Philadelphia Bank, 234 shares..... 24,340·26
Western Bank, 220 shares..... 11,000·00
Girard Bank, 125 shares..... 6,600·00
Franklin Fire Insurance Co., 30 shares... 2,897 73
Manayunk Gas Company, 20 shares..... 993·88
Philadelphia, Wilmington, and Baltimore Railroad Company, 500 shares..... 22,957·33
Pennsylvania Railroad Co.'s Loan..... 10,992·50
Camden and Amboy Railroad Co.'s Loan.. 53,493·55
Philadelphia and Erie Railroad Co.'s Loan 24,600·00
North Pennsylvania Railroad Co.'s Loan.. 27,932·50
Harrisburg, Portsmouth, etc., Railroad Co.'s Loan..... 13,500·00
Lehigh Valley Railroad Co.'s Loan..... 28,350·00
Elmira and Williamsport Railroad Co.'s Loan..... 22,352·50
West Jersey Railroad Co.'s Loan..... 9,725·00
Lehigh Coal and Navigation Co.'s Loan... 34,570·00
Schuylkill Navigation Co.'s Loan..... 19,244·41
Chesapeake and Delaware Canal Co.'s Loan..... 8,602 50
Delaware Division Canal Co.'s Loan..... 17,615·00
Real Estate, No. 510 Walnut street..... 30,000·00
Cash..... 15,138·55

$1,030,574·91

WILLIAM G. CROWELL, Sec'y.

January 9, 1871. 1 10 6trp

MACHINERY.

SHAFTING, PULLEYS, SELF-OILING Adjustable Hangers and Pedestals and Mill Gearing on hand and made to order. GEORGE C. HOWARD,

9 mwf No. 17 South EIGHTEENTH Street.

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Cotton Duck, Tenting, etc., No. 202 CHESNUT Street, Philadelphia. wfm

MUSICAL AND DRAMATIC.

"The Lady of Lyons" at the Chesnut.

At the Chesnut Street Theatre, on Saturday evening, Bulwer's play of *The Lady of Lyons* was performed for the purpose of introducing to the Philadelphia public Miss Phillis Glover, who has assumed the position of leading lady of the company. The play is, with good reason, a favorite one with debutantes, as its admirably arranged and highly dramatic scenes offer fine opportunities for the display of abilities, while it does not make any very large demands upon the intellects of either actors or audience. Much of the dialogue is disfigured by a sugar-and-water sort of sentimentalism that is not attractive when it is heard for the hundredth time, but in spite of this the play is constructed with so much skill and with such a certain knowledge of legitimate stage effect that it thoroughly deserves its lasting popularity. The character of "Pauline" is one that not only secures for the actress who assumes it the sympathies of the audience, but it enables her to depict a great variety of emotions and to demonstrate her ability to represent with credit the usual round of leading *roles*. Miss Phillis Glover, who assumed this part on Saturday evening, has the advantage of an unusually prepossessing stage presence. She is good looking, and is moreover distinguished by a refined and lady-like air that is even more attractive than good looks. Her dresses on Saturday evening were in the very best taste, and her personal appearance altogether made a very favorable impression on the audience. In regard to her abilities as an actress we prefer not to express any decided opinion on the strength of a single performance, but we judge that they are good without being remarkable. Her personation of "Pauline" was refined, graceful, and intelligent, but lacking in force where force was needed in order to realize the full value of the strongest situations of the play. There is little fine art in *The Lady of Lyons*, and the actress who hopes to represent "Pauline" successfully must, without descending to the level of melodrama, play with a certain breadth and freedom of style that would perhaps be out of place in a work of somewhat higher grade. The deficiencies in Miss Glover's performance we attribute in some degree to embarrassment—for she certainly appeared to be embarrassed—and we believe that she will be a popular and a valuable member of the Chesnut street company when she and the public have become better acquainted. On Saturday evening she was most cordially received by the audience, and was several times called before the curtain. Mr. Charles R. Thorne, Jr., who is now permanently attached to the company of the theatre, played "Claude Melnotte" in spirited style, although it cannot be said that he reached the point of excellence attained by some other actors who have attempted it. The other parts were fairly represented, Mr. Phillips making an excellent "Colonel Damas," Mr. Egberts as good a "Glavis" as is usually seen, and Mr. Metkiff a rather heavy "Beauseant."

THE NEW COMMISSIONER OF PATENTS.

General Mortimer D. Leggett, who was recently appointed by the President Commissioner of Patents, and confirmed by the Senate on Friday last, is a native of the State of New York; he is now forty-nine years of age, and is of Quaker parentage. He removed with his parents to the "Western Reserve," in Ohio, about 1838. He received a good education, and at an early age commenced the study of the law with the late eminent Judge Peter Hitchcock, and was admitted to the bar at the age of twenty-two. Becoming interested in the cause of education, General Leggett spent several years, after his admission to the bar, in efforts to secure a system of free schools in Ohio, and was one of the principal originators of the present school system of that State, travelling through the State and addressing public meetings in its behalf.

At the age of twenty-eight he commenced the practice of law at Warren, Ohio, and soon established himself in a fine business. Here he became a partner of the Hon. J. D. Cox, late Secretary of the Interior, under the firm name of Leggett & Cox. He was Professor of Pleadings and Equity Jurisprudence in the Ohio Law College until 1857, when he removed to Zanesville, Ohio, to take charge of the public schools of that city. Under his superintendency they soon took rank with the most efficient schools of the State. In 1861 he joined the army and went into the service as Colonel of the 78th Regiment Ohio Volunteers, and was first under fire at Fort Donelson. After the surrender, the admirable discipline in which he had his new regiment attracted the attention of the commanding general, and he was at once appointed by General Grant provost marshal of the post.

By his fine executive ability he soon brought "order out of chaos," and won for himself the commendation and personal friendship of his chief. He was with Grant at Shiloh, Corinth, Jackson, and Vicksburg, and was under Sherman in the Atlanta compaign and his "March to the Sea." He was promoted to be a full major-general, always had the confidence of his superior officers, and was a brave and efficient soldier, and left the army at the close of the war with if not the most brilliant, yet with as clear a record as any officer of his rank. President Grant is credited with saying: —"Leggett is too modest to be brilliant; but he is always at his post, and makes no mistakes."

At the close of the war he became the superintendent and business manager of the extensive engine works of H. & F. Blandy, at Zanesville and Newark, Ohio, and has for the last five years managed their immense business to their entire satisfaction. He was in the days of Douglas a moderate Democrat, but since the breaking out of the Rebellion has given the Republican party his fullest support, and while he is not a partisan, yet it is believed that he is in full sympathy with the present administration. His private life is without a blemish, and his moral character above suspicion. He will make an honest, faithful, and competent officer, and will render the country good service in the office to which, without his seeking, he has been appointed, and which with much reluctance he has accepted.

CITY ITEMS.

TEMPERANCE MEN ADMIT ITS UTILITY.—No attempt has ever been made, or ever will be made, to disguise the character of PLANTATION BITTERS. It contains alcohol; and no Bitter that does not contain alcohol is worth a rush. Water will neither preserve the virtues of tonic vegetables nor render them active in the system. This is a chemical fact which no one competent to deliver an opinion on the subject will deny. Water tonics turn sour on the stomach, if they are not sour to begin with (which is frequently the case), and produce and promote indigestion, instead of curing it. Let it therefore be distinctly understood that PLANTATION BITTERS is an alcohol restorative. But mark this: it is strictly a medicine, not a beverage. It is to be taken in limited quantities and at stated times, like other remedies and antidotes, and therefore its use is in accordance with temperance law, as well with that "higher law" which renders it incumbent upon every being gifted with reason to resort to the best possible means of accomplishing a salutary end.

BURNETT'S COCOLINE the best made in America.

Boys,
Boys,
Boys.

We are selling for $5 Boys' Overcoats that far surpass anything ever offered for the price. Examine them at ROCKHILL & WILSON'S Great Brown Stone Hall, Nos. 603 and 605 CHESNUT street.

N. B.—Our $10, $12, and $15 suits are going off by the thousands.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

SOZODONT.—All dentrifices had their drawbacks until the salubrious bark of the Soap Tree was brought from the Chilian valleys to perfect the fragrant Sozodont, the most wholesome, reliable, and delightful article for the teeth that a brush was ever dipped into.

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

BEDDING, best in the city, lowest price, and guaranteed, by ALBERTSON & CO., No. 1435 Chesnut street.

"SPALDING'S GLUE," always up to the sticking point."

BURNETT'S COOKING EXTRACTS the best.

MARRIED.

HARRIS—MORTON.—January 9, 1871, at the residence of the bride's mother, by the Rev. J. Y. Bark, Mr. JAMES S. HARRIS to EMMA THERESA, daughter of the late Benjamin Morton, Esq., all of this city.

HOUSEHOLDER—BROWN.—On January 7th, 1871, by Rev. James Crowe, at the house of the bride's mother, in Camden, N. J., Mr. JOHN HOUSEHOLDER and Mrs. FANNIE E. BROWN, eldest daughter of the late Captain Addison B. Grindle.

OWENS—ARMOUR.—On December 13th, 1870, at St. Paul's M. E. Parsonage, No. 622 Catharine street, by Rev. W. J. Paxson, Mr. GEORGE OWENS to Miss MATILDA ARMOUR, both of this city.

DIED.

COLWELL.—Last evening, Mr. STEPHEN COLWELL, of this city.

Due notice will be given of the funeral.

BECK.—On the 15th instant, CHARLES BECK, son of Charles and Hannah Beck, and grandson of Henry and Barbara Hutton, aged 16 months and 9 days.

His relatives and friends of the family are respectfully invited to attend his funeral, from the residence of his parents, No. 529 Mifflin street, on Wednesday afternoon, at 1 o'clock. To proceed to Mount Moriah.

MAGEE.—On the 14th instant, JAMES MAGEE, in the 67th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, No. 802 Bainbridge street, on Wednesday morning, at 8½ o'clock.

RAMLER.—On the 14th instant, ELIZABETH RAMLER, in the 56th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her son-in-law, C. Amey, No. 2228 North Seventh street, on Wednesday afternoon, at 2 o'clock. To proceed to Monument Cemetery.

STEVENS.—On the 14th instant, EDITH, daughter of Rev. Theodore and Mollie Stevens, aged 2 years and 1 month.

The relatives and friends are respectfully invited to attend the funeral, from the parents' residence, No. 2032 Poplar street, on Wednesday, 18th instant, at 1 o'clock. To proceed to Mount Moriah Cemetery.

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

BEAUTY, ACCURACY, TASTE, AT HELFENSTEIN & LEWIS' Railroad and Commercial Printing House, FIFTH and CHESNUT Streets. 1t

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock, 1 14

PENNSYLVANIA SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS. Annual election TUESDAY, January 17, at No. 1320 CHESNUT Street, from 9 A. M. till 12 M. Annual meeting 8 P. M., at Assembly Buildings.
1t PLINY E. CHASE, Secretary.

GIRARD NATIONAL BANK OF PHILADELPHIA.—The following Directors were elected on January 11, 1871:—

D. B. Cummins,	Thomas G. Hood,
Washington Butcher,	William C. Houston,
William Gillespie,	John H. Catherwood,
Thomas B. Wattson,	David Scull, Jr.,
Daniel McDevitt,	Joseph W. Lewis,
Edward S. Handy,	J. T. Audenreid.
George A. Wood,	

D. B. CUMMINS, President.
1t W. L. SCHAFFER, Cashier.

PENN NATIONAL BANK.
PHILADELPHIA, Jan. 16, 1871.
At an election held on the 10th inst. the following-named gentlemen were elected Directors for the ensuing year:—

Elijah Dallett,	Gillies Dallett,
William C. Ludwig,	John P. Steiner,
Samuel Bispham,	Thomas P. Stotesbury,
William P. Sharpless,	Joseph J. Williams.
Henry Budd,	

And at a meeting of the Board held this day, ELIJAH DALLETT, Esq., was unanimously re-elected President. GEORGE P. LOUGHEAD,
1 16 3t Cashier.

CONSOLIDATION NATIONAL BANK.—
PHILADELPHIA, Jan. 14, 1871.
At a meeting of the Stockholders of this Bank, held on the 10th inst., the following gentlemen were elected Directors to serve the ensuing term:—

James V. Watson,	Ludiam Matthews,
John H. Bringhurst,	Seneca E. Malone,
Henry Croskey,	Robert Shoemaker,
Joseph H. Collins,	Robert F. Taylor,
Edwin A. Landell,	John W. Thomas,
Amos R. Little,	Joseph B. Van Dusen,
John P. Verree.	

And at a meeting of the Directors, held this day, JAMES V. WATSON, Esq., was unanimously re-elected President.
WILLIAM H. WEBB,
1 14 3t Cashier.

THE COMMERCIAL NATIONAL BANK OF PENNSYLVANIA.
PHILADELPHIA, January 16, 1871.
At the annual election held on the 11th inst., the following named Stockholders were elected Directors of this Bank, viz.:—

James L. Claghorn,	Charles D. Reed,
Samuel Baugh,	P. Jenks Smith,
Alfred G. Baker,	Joseph Wm. Bates,
Joshua Lippincott,	William Weightman,
George Fales,	James S. Martin,
Archibald Cambell,	George B. Newton.
John Sellers, Jr.,	

And at a meeting of the Board held this day, JAMES L. CLAGHORN, Esq., was unanimously re-elected President S. C. PALMER,
1 16 3t Cashier.

FOR SALE.

FOR SALE OR TO RENT—THE PREMISES No. 722 CHESNUT Street. The store has recently been fitted up with a new front, etc. The house is suitable for a hotel or boarding-house. The store will be rented without the dwelling if desired. Lot, 25 feet by 145 feet.

THOMAS SHIPLEY,
12 tf No. 20 N. SEVENTH Street.

FOR SALE—DESIRABLE WEST PHILADELPHIA HOUSE, No. 4006 Chesnut street; a three-story brown-stone front; complete with modern conveniences; bay window, etc.; lot, 20 feet front by 125 feet deep. Apply to
1 14 7t* J. CLAYTON, No. 717 WALNUT Street.

FOR SALE—VERY DESIRABLE MEDIUM sized House No. 2007 WALNUT Street. Back Buildings, all modern improvements, in perfect order; with or without furniture. [1 11 10t*
S. KINGSTON McCAY, No. 429 WALNUT St.

TO RENT.

TO RENT,
RARE CHANCE,
STORE No. 836 CHESNUT STREET, UNDER CONTINENTAL HOTEL.
Elegant Fixtures for sale, including Marble Counters, large Mirrors, etc.
Immediate possession. 12 15 tf

TO LET—DESIRABLE STORE NO. 216 Chesnut street, on favorable terms. Apply to
ALFRED G. BAKER,
1 14 10t* No. 435 CHESNUT Street.

WANTS.

A LARGE FRONT ROOM, WITH BOARD, IN a private family, where there are no children. Location between Eighteenth and Eighth and Market and Pine. Address A. B., at this Office. 1 13

FOURTH EDITION

LATEST WAR NEWS.

The Battles of Le Mans.

The Second Day's Fighting.

Full and Graphic Details.

THE PARIS BOMBARDMENT.

An Unremitting Fire.

Matters at Washington.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Second Day's Battle at Le Mans.

LONDON, Jan. 15.—Particulars of the second day's fighting from the correspondent of the N. Y. *Telegram*, with the Army of the Loire at Le Mans, on the 11th instant, have arrived. He describes, with minuteness, the

Movements of Troops

during the day, attended as they were with so terrible a loss of life. The French, he states, made a desperate effort to dislodge the Germans.

An Artillery Duel

of fearful effect commenced. This was continued until dark, when orders reached the French that they were to fall back on Le Mans.

The Battle Commenced

about 1 o'clock and reached its height on the left of the French. The day was not cold, but the ground was covered with eight inches of snow, which was rapidly melting under the hot sun. At an early hour the streets of Le Mans, not more than five miles from the field of battle, were filled with excited people and crowded with numerous wagon and ammunition supplies, all being ready to seek the places of safety in the rear in case of an unfavorable result of the fight. By noon I succeeded in securing a post at the front and reaching the bluffs at the East of Le Mans, where I obtained my first

View of the Battle.

The French left wing passed out on the road with ammunition trains and artillery, apparently going backwards and forwards in what appeared disorder.

Numerous

Groups of Stragglers

and some wounded were going to the rear, although they seemed accompanied unnecessarily by a large number of unwounded. The ambulances passed to and fro, some going to the front and others returning with

Loads of Suffering Creatures.

Along the railroad every available point was commanded by a strong force of infantry. The Prussians were less than a mile away, and their balls occasionally rattled among the branches of the tall trees at the side of the road. The rule of self-preservation seemed to prevail among the soldiers as well as others, judging from the fact that every time evidences of such visitors were heard the ground was covered with prostrate forms, before I reached a mountainous eminence, four miles above Le Mans, where I got a good view of a portion of the battle-field. Part way up the eminence I passed some houses which had been deserted by the inmates, the houses having been

Struck by Cannon Shot.

This told where the artillery had been doing its murderous work. I occasionally could observe the movement of infantry, who looked wonderfully small and insignificant from a great distance. At four o'clock

The Germans Advanced by Columns,

covered by artillery, against Chateau du Chartres, a pretty country place, and occupied as headquarters. Here for the first time the French battery, hitherto in reserve, opened fire, apparently taking the Germans by surprise, and causing

The Advance to Waver

but only momentarily. With the usual German obstinacy the Germans again pressed forward and attacked the French infantry, which occupied terraced road, below the general position. It soon became evident the

French Were Unable to Withstand

the heavy charges of the enemy, and at 5 o'clock the order for

A Backward Movement

was given. The French artillery maintained a heavy fire. The Germans, apparently in contempt of their partial success, seemed disinclined to pursue the advantage.

General Chanzy Actively Superintended

the retreat, which was never disorderly. Indeed, the French still held the strongest position, and I believe that the results of the day were irrevocably lost to them.

I have reason to know that General Chanzey

Hoped to Rendew the Fight

under better auspices to-morrow, but later in the evening an event occurred which made a change in his prospects. After dark a strong force of Germans renewed the fight, making for the right at La Tullerie, the most important French position. Immense masses of infantry and a large force of cavalry advanced rapidly.

Scattering the French,

who did not anticipate the attack. The Mobiles from Brittany

Fled in Disorder,

and the whole French force on the right bank of the Huisne were compelled to make

A Rapid Retreat

upon Le Mans. This unforseen disaster may compel

The Evacuation of Le Mans,

if not break up Chanzy's army.

A Council of War

is in session. If the second army of the Loire is lost,

All Hope for France is Gone,

LONDON, Jan. 15.—Our correspondent at Versailles, the 12th, says:—From half-past 1 to 5 o'clock yesterday

The Bombardment of Paris

continued vigorously, with only a few intermissions of ten to twenty-five minutes respectively.

The Destruction of Fort Issy

is virtually achieved.

Fort Montrouge is Breached

so completely that from a point near Sceaux the spectator can see right through to the enceinte. The barracks are utterly burned down. The French were yesterday engaged in bringing troops across the river road from the river.

A Bridge Filled with Soldiers Destroyed.

The Gauche bridge near Bas-Meudon, while crowded with men, was struck by shells and broke down, precipitating the soldiers from an immense height and crushing them to death. At 4 P. M.

The Heaviest Firing Ever Known

was going on, directed mainly against Montrouge. The bombardment was absolutely unceasing for twelve hours.

Narrow Escape of Von Moltke.

Von Moltke narrowly escaped with his life. He was returning from a visit to the south-western batteries when a shell burst close to his carriage, covering himself and aides-de-camp with mud, ice, and frozen dirt.

A French Dash

made at the old breastworks resulted in the capture of one officer and twenty men of the 6th Bavarian Infantry.

General Manteuffel

left Versailles yesterday, after breakfasting with the King, to take his new command.

The "City of Brooklyn."

LONDON, Jan. 15.—The steamer City of Brooklyn arrived at Roche's Point this afternoon, under sail.

LONDON, Jan. 15.—Despatches from Versailles state that Prince Frederick Charles announces that

Chanzy's Army is Broken Up,

disorganized, and retreating in three directions; 20,000 prisoners were taken. The battle was a decisive victory for the Prussians, and a crushing defeat for the French.

This Afternoon's Quotations.

LONDON, Jan. 16—11 A. M.—Consols, 92¾ for both money and account. American securities quiet and steady. U. S. 5-20s, of 1862, 90¾; of 1865, old, 89¾; of 1867, 88¾; 10-40s 88. Stocks quiet; Erie, 19; Illinois Central, 110; Atlantic and Great Western, 28¾.

LIVERPOOL, Jan. 16—11 A. M.—Cotton firm; middling uplands, 8d.; middling Orleans, 8¼d. Sales estimated at 12,000 bales. Wheat, 10s. 1d.@10s. 7d. for highest grades to lowest grades No. 2 new red Western spring; red winter, 11s. Spirits of Turpentine at London, 35s.

FINANCIAL.

JAY COOKE, McCULLOCH & CO.,

No. 41 LOMBARD Street,

LONDON, ENGLAND.

In connection with our houses in New York and Washington, we have opened a Branch in London, under the above name, with

Hon. Hugh McCulloch,

Late Secretary of the Treasury,

J. H. PULESTON, of New York, and FRANK H. EVANS, of London, as Resident Partners, and are now prepared to transact a

General Foreign Exchange Business

INCLUDING

PURCHASE AND SALE OF STERLING BILLS,
And the Issue of
COMMERCIAL CREDITS AND TRAVELLERS' CIRCULAR LETTERS,
The latter available in any part of the world.

The above extension of our business enables us to receive

Gold on Deposit,

And to allow 4 per cent. in currency thereon.

JAY COOKE & CO.,

BANKERS,

PHILADELPHIA, WASHINGTON, AND NEW YORK. [12 1m

A LEGAL INVESTMENT
FOR
Trustees, Executors and Administrators

WE OFFER FOR SALE
$2,000,000
OF THE
Pennsylvania Railroad Co.'s
GENERAL MORTGAGE
SIX PER CENT. BONDS
at 95
And Interest Added to the Date of Purchase.
All Free from State Tax, and Issued in Sums of $1000.

These bonds are coupon and registered, interest on the former payable January and July 1; on the latter April and October 1, and by an act of the Legislature, approved April 1, 1870, are made a LEGAL INVESTMENT for Administrators, Executors, Trustees, etc. For further particulars apply to

Jay Cooke & Co.,
E. W. Clark & Co.,
W. H. Newbold, Son & Aertsen,
C. & H. Borie. 12 1m

JANUARY 1, 1871,

COUPONS.

THE COUPONS OF THE SECOND MORTGAGE BONDS OF THE

Wilmington and Reading Railroad Company,

DUE FIRST OF JANUARY,

Will be paid on and after that date at the Banking House of

WM. PAINTER & CO.,

No. 36 SOUTH THIRD STREET,

PHILADELPHIA.

12 19 tf WM. S. HILLES, Treasurer.

FIFTH EDITION

THE LATEST NEWS.

Matters at Washington.

The Georgia Members.

Internal Revenue Legislation.

The Loss of the Saginaw.

Proceedings of Congress

Etc., Etc., Etc., Etc., Etc

FROM WASHINGTON.

The Dominica Correspondence.

Despatch to the Associated Press.

WASHINGTON, Jan. 16.—The President will to-day comply with Mr. Sumner's resolution calling for information respecting Dominica. In addition to the letter of the Secretary of State are copies of all papers and correspondence relating to the proposed annexation or purchase of any part thereof, etc.

The Secretary says all correspondence in the archives of the department tends to show that should President Baez fail in the effort to annex Dominica to the United States, the popular disappointment may find vent in another revolution. He has no knowledge of any obligation which Dominica is under to the neighboring republic of Hayti as to debt and liability, unless such obligations are shown in the confidential papers transmitted.

The Wrecked Sailors from the "Saginaw."

Despatch to the Associated Press.

WASHINGTON, Jan. 16.—The following is an extract from a private letter from San Francisco, received in this city:—"Sicard's coxswain, the only survivor of the boat that went from the wreck to Koni under Lieutenant Talcot, arrived in the mail steamer. I conversed with him this morning. When the gig left Sicard he was comfortably quartered on the sand island living in tents, with plenty of birds, fish, turtle, eggs, and with water in abundance.

They had a small amount of ship's provisions, but with the turtles had no apprehensions about food. The Hawaiian steamer left Honolulu on Dec. 25, in command of Captain Long, a very able and experienced man, and I have no doubt but they are landed safely in Honolulu at this time. Talbot was a gallant fellow. He lost his life when he had almost reached shore—a hard fate after he had so successfully navigated a small boat on the open ocean for over a month, and experienced all sort of hardships and bad weather.

Special Despatch to the Evening Telegraph.

WASHINGTON, Jan. 16.—The evidence in the

The McGarrahan Case,

before the House Judiciary Committee, closed this morning. The last witness examined was Wilson, Commissioner of the Land Office. He professed not to know anything about the matter.

Georgia Members Sworn In.

The members from Georgia have just been sworn in. All ex-confederates who took the oath of qualifications. The other member, who is a negro, was not present.

Internal Revenue Legislation.

The Commissioner of Internal Revenue was before the Senate Finance Committee to-day for the purpose of consulting as to whether any legislation on that subject is necessary at this time.

The commission stated that no general action was necessary, and with the exception of one or two unimportant amendments, he did not think Congress should make any change in the internal revenue laws.

During the morning hours

The New York Air Line Railroad Bill

came up, but the Democrats filibustered sufficiently to send it over on the expiration of the time. It will be up again next Monday, and will pass if there is time to reach a vote.

Hastings vs. Brooks.

Despatch to the Associated Press.

WASHINGTON, Jan. 16.—The memorial of Hugh J. Hastings, of the New York *Commercial Advertiser*, was read in the House to-day, denying the authenticity of the affidavit ascribed to him, and claiming that the controversy between him and Mr. Brooks is of a personal character, and should be left to the courts.

Nominations.

The following nominations were sent to the Senate to-day:—

William Robotham, Assistant Engineer in the navy; George A. Black, Secretary of Utah Territory; George S. Smith, Collector of Internal Revenue, Fifth district of Virginia.

FROM THE PACIFIC COAST.

Heavy Defalcation.

SAN FRANCISCO, Jan. 14.—Colonel Stewart, the manager of the Sailors' Home, has disappeared with $20,000 belonging to the sailors, and another man's wife.

Ship News.

Sailed, ship Congress, with an assorted cargo, for New York; British ship Maria, with a cargo of wheat and ore, valued at $80,000, for Cork.

Trade Resumed on the Chesapeake and Delaware Canal.

Special Despatch to The Evening Telegraph.

We learn from the office of the Company, No. 417 Walnut street, that the propellers Shriver, with Philadelphia freight, and Banner, with New York freight, left Baltimore at 4 A. M. to-day, arrived at Chester at 11 A. M., en route for Philadelphia.

They report the Chesapeake Bay clear of ice.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

Continued from Third Edition.

Touching the importance of the measure to sections of the United States in which land claims existed, he said the owners of thousands of acres of land in California and the territories are unable to obtain patents because there was no way of determining the boundaries of their tracts. The bill would to a great extent, take these questions from the jurisdiction of the Land Department, and give them to the courts of the country, where the titles have been confirmed, the parties thereby being enabled to bring their witnesses, and have the questions adjudicated more satisfactorily.

On motion of Mr. Lewis, the Senate resumed the consideration of the House bill to relieve the political disabilities of some fifty citizens of Virginia.

The Vice-President stated the question to be upon Mr. Trumbull's amendment, to extend general relief from all such disabilities, excepting only former Congressmen and military and naval officers, officers of the United States who joined the rebellion, and members of secession State Conventions.

Mr. Harlan moved to include among the exceptions Judges of United States Courts who joined the rebellion.

Messrs. Lewis and Warner appealed to Mr. Trumbull to withdraw his amendment, which the latter declined to do, remarking that he thought the time had come for Congress to act on the general subject.

Mr. Abbott hoped the Senator (Mr. Trumbull) would not precipitate this question of general amnesty upon the Senate at this time. There was nothing in the attitude of the South to justify the Government in taking such a long step. He was opposed to a minority movement for public reasons, mainly because a large portion of the people of the Southern States were now as bitterly hostile to the Government as ever before.

Mr. Trumbull stated in support of his amendment that leaving out authors of secession ordinances he did not suppose the whole number of persons included in the exceptions would amount to more than two or three hundred.

Mr. Stewart spoke of the partial and unsatisfactory character of the legislation intended to meet individual cases and the necessity of legislation by classes.

The morning hour having expired,

Mr. Lewis reiterated his appeal to Mr. Trumbull for a withdrawal of the amendment, as its adoption would operate as a virtual defeat, by compelling them to return the bill to the House, of a measure of great importance to the people of his State.

Mr. Trumbull replied by inquiring whether, if the amendment prevailed, it would not embrace every person named in the bill. It was certainly unpleasant for him to refuse the personal appeals of Senators, but he persisted in his refusal, as the most efficacious means of ending the practice of piecemeal legislation in removing disabilities. A general bill never could be had while special bills were allowed to go through.

Referring to a suggestion by Mr. Stewart, Mr. Trumbull intimated his willingness to withdraw his proposition if the Senate would agree not to pass any more special bills on the subject until definite action was taken upon a general bill.

Several Senators objected.

Mr. Sherman then demanded the regular order, which was the bill ceding certain jurisdiction to the State of Ohio.

The bill was then taken up and debated by Messrs. Sherman and Thurman, the Senators from Ohio, for several hours. The bill gives to the State of Ohio jurisdiction and title over property purchased by the United States for national asylums for disabled soldiers.

House.

By Mr. Clark, of Texas, to divide Texas into two Judicial districts.

By Mr. Sargent, making a compensation of $10,000 to Joseph S. Wilson, Commissioner of the Land Office, for collecting the scientific museum at the Land Office.

By Mr. McCormick, of Arizona, to equalize and fix the salaries of Territorial Governors and Secretaries.

Mr. Cox presented petitions of Joseph Raphael and others of New York City, to relieve the tobacco interest from the repetition of tax on sales, etc.

The question of the air line railroad bill between New York and Washington came up from last Monday, the question being would the House grant leave for its introduction. The question was decided in the affirmative—yeas, 114, nays, 78.

All the Democrats voted in the negative, together with the following named Republicans:—Messrs. Benjamin, Buffinton, Butler, of Massachusetts; Dawes, Hale, Hill, Hooper, Kelley, of Pennsylvania; Ketchum, Ladin, Moore, of Ohio; Myers, Negley, O'Neill, Packer, of Pennsylvania; Poland, Smith, of Vermont; Stevens, Twichell, Van Wyck, and Washburn, of Massachusetts.

Mr. Eldridge moved to reconsider the last vote.

Mr. Kelsey, of New York, moved to lay the motion to reconsider on the table. Agreed to—yeas 114, nays 78.

So the bill was introduced, and the morning hour having expired the bill went over till Monday next.

The credentials of Wm. P. Price, P. B. Young, and Monroe Bethune, Representatives elect from the State of Georgia, were presented, and no objections being made these gentlemen were sworn in.

Bills were further presented as follows:—

By Mr. Kelley, of Pennsylvania, granting condemned ordnance to the Lincoln Institution of Philadelphia.

Mr. Cox offered a resolution in reference to the New York Custom House. Referred to the Committee of Ways and Means. The resolution is as follows:—

Whereas, The Secretary of the Treasury, under date of July 11th, 1870, communicated to this House information in response to a resolution of June 27th, 1870, as to the New York Custom House matters; and

Whereas, In said communication the Secretary communicated two letters dated the 1st and 9th ultimo, requesting the restoration of the general order business to the bonded warehouses at Jersey City and Hoboken; and

Whereas, As this request has not been complied with, greatly to the injury of commerce, notwithstanding the appeal made to the collector by Phelps, Dodge & Co., and many other merchants, naming them; and

Whereas, The Secretary has repeated his request, and the old system continues in defiance of his reiterated requests; therefore

Resolved, That the Secretary be requested to transmit all the correspondence since July 11, 1870, with his views as to the necessity of additional legislation to compel collectors to comply with his orders.

OBITUARY.

Stephen Colwell.

Stephen Colwell, a well-known citizen of Philadelphia, died last evening at his residence on Locust street. Mr. Colwell was born on the 26th of March, 1800, in Burke county, Va. He received his education at Jefferson College, Canonsburg, Pa. After leaving college he settled in Pittsburg, where he studied law and practiced for some time. He subsequently removed to Philadelphia and engaged in the iron business. Mr. Colwell wrote a number of pamphlets on political, financial, religious and other subjects, and contributed frequently to the magazines and reviews. He accumulated a valuable library, which it is believed has been bequeathed to the University of Pennsylvania, with provision for the endowment of a Professorship of Social Science. Mr. Colwell was not engaged in active business pursuits for several years previous to his death on account of his impaired health. He leaves a large circle of friends to mourn his loss.

A BRIGHT STAR.—Deputy Sheriff McIntyre, some days since, seized the shoe factory of Messrs. Ambrose & McMahon, No. 132 North Third street, and placed in charge thereof an assistant named Donahue. This morning the assistant captured a sneak-thief in the act of stealing some shoes. Some words followed, and the conduct of the two men gave evidence of a fight in progress. A special policeman came up and arrested Donahue, thus allowing the thief to make off. Fortunately, Sergeant Paulle appeared and gave chase to the rascal, who was captured at Eighth and Arch streets. Donahue was taken to the Central Station and locked up. The fact of his arrest was communicated to Deputy Sheriff McIntyre, and he secured the release of the unfortunate man. Recorder Givin was then applied to, and a warrant issued for Mayor Fox's subordinate.

BOARD OF SURVEYS.—The Board of Surveys met this morning in the Survey Department Fifth street, below Adelphi, President Kneass in the Chair.

The minutes of the last meeting were read and approved.

A resolution was adopted recommending a 3 feet sewer on Fifteenth street, from Walnut to Sansom, and a 2 feet 6 inch sewer on Moravian street from Fifteenth street to 150 feet eastward.

The committee to whom was referred the communication of the officers of the Woodland Cemetery Company relative to drainage presented a report, which, upon motion, was laid over for the present.

A resolution recommending a 3 feet sewer on Barlow street from Wharton to Reed was agreed to.

Upon motion the next stated meeting was appointed for the hearing of such plans as had been filed in the Department of Surveys and not acted upon.

A plan of a system prepared under resolution of Councils for the drainage of the meadows in the First and Twenty sixth wards was presented, examined, and upon motion approved.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

SECOND BOARD.

$8900 City 6s N..is.	100⅝	2 sh Leh V R....	60
$1000 N Penna 7s..	94	100 sh O C & A R.s5.	46
$1000 Elmira 7s.....	90½	100 do.....b10.	46
200 sh Read R..b60.	49	10 do.....	46¼
100 do.....	48¾	300 sh Leh N.is.b30.	33¾
50 do.....	49	16 do.....	33¾
200 do is.s30.	48¾	65 sh Penna. s5wn.	62
100 do....s30.	48¾	25 do.....	63
100 sh Cata Pref.....	37¾	8 sh Norris'n R...	79

ROTHERMEL & MANNING,
LEHIGH AND SCHUYLKILL COAL,
Depot N. E. Corner NINTH and MASTER,
Offices, { 43 South THIRD Street, 724 SANSOM " } 10 12 tf

HOCK WINES.
Just received from the House of D. BRIDEN, COLOGNE, on the Rhine, an invoice of
HOCK WINES,
Consisting of
JOHANNISBERG,
MARKOBRUNNER,
STEINWEIN,
LIEBFRAUMILCH,
and NIERSTEINER,
VINTAGES OF 1862 and 1865.
For sale by
JOSEPH F. TOBIAS & CO.,
Nos. 206 and 208 SOUTH FRONT ST.,
1 14 12t PHILADELPHIA.

DICKENS' AMATEUR THEATRICALS.

From Every Saturday.

It is now some eighteen years since the present writer—then in his school days—took part in the earliest of those winter evening festivities at the house of the late Charles Dickens, which continued annually for several years, terminating with the performance of Mr. Wilkie Collins' drama of *The Frozen Deep*. And when he remembers the number of notable men who either shared in or assisted (in the French sense) at those dramatic revels, who have passed away in the interval, he is filled with a desire to preserve some recollections of evenings so memorable.

"What nights have we seen at the Mermaid!" What evenings were those at Tavistock House, when the best wit, and fancy, and culture of the day met within its hospitable walls! There was Thackeray, towering in bodily form above the crowd, even as he towered in genius above them all, save only one; Jerrold, with the blue convex eye, which seemed to pierce into the very heart of things and trace their subtle resemblances; Leech, with his frank and manly beauty, fresh from the portrayal of "Master Jacky," or some other of the many forms of boyhood he knew so well; Mark Lemon, "the frolic and the gentle" (dear to all us younger ones, irrespective of blood-relationship, as "Uncle Mark"); Albert Smith, dropping in late in the evening after a two or three thousandth ascent of Mont Blanc, but never refusing at our earnest entreaty to sit down to the piano and sing us "My Lord Tomnoddy," or his own latest edition of *Galignani's Messenger;* Augustus Egg, with his dry humor, touching from contrast with the face of suffering that gave sad presage of his early death; Frank Stone, the kindly neighbor and friend, keen as any of us boys for his part in the afterpiece; Stanfield, with the beaming face, "a largess universal like the sun," his practiced hand and brush prompt to gladden us with masterpieces of scene painting for the Lighthouse or the Ice-fields; and last—but not here to be dismissed with a few lines only—our bountiful host, like Triplet, "author, manager, and actor too;" organizer, deviser, and harmonizer of all the incongruous assembled elements; the friend whom we have so lately lost, the incomparable Dickens. The very walls of that home and the furniture which filled it were rich in interest and eloquence of his fame and the tribute which it had brought him: the testimonial given him at Birmingham; the handsome case of cutlery sent him by Mr. Brooks, of Sheffield (recognizant of the chance mention of his name in the pages of "Copperfield"); Grip the raven, in his habit as he lived, under the glass case in the hall; the Chinese gong, then less common in English houses than now, reminding the reader familiar with his "Dickens," of that one at Dr. Blimber's which the weak-eyed young man, to Paul's amazement, suddenly let fly at "as if he had gone mad or wanted vengeance;" the pictures which looked down upon us from the walls of dining-room and staircase, Sir Charles Coldstream in his ploughboy's disguise, or Bobadil prostrate on the couch; the lady in the barouche reading the current number of "Bleak House," and the curious tiger skimming the contents over her shoulder; Dolly Varden in the wood; poor Kate Nickleby at work in Madame Mantalini's show-room; little Nell among the tombs of that old church which in these days of restoration will soon have no existence but on the canvas of George Cattermole; these, and many more such signs of the atmosphere of art and literature in which we moved, were gathered then—and are now scattered to the four winds.

In one sense our theatricals began and ended in the school-room. To the last that apartment served us for stage and auditorium and all. But in another sense we got promotion from the children's domain by degrees. Our earliest efforts were confined to the children of the family and their equals in age, though always aided and abetted by the good-natured manager, who improvised costumes, painted and corked our innocent cheeks, and suggested all the most effective business of the scene. Our first attempt was the performance of Albert Smith's little burletta of *Guy Fawkes*, which appeared originally in the pages of his monthly periodical, the Man in the Moon; at another time we played *William Tell*, from the late Mr. Robert Brough's clever little volume, "A Cracker Bon-bon for Evening Parties." In those days there were still extravaganzas written with real humor and abundant taste and fancy. The Broughs, Gilbert a Beckett, and Mr. Planche could write rhymed couplets of great literary excellence, without ever overstepping the bounds of reverence and good taste. Extreme purists may regret that the story of the struggle for Swiss independence should ever be presented to children in association with anything ludicrous; but, those critics excepted, no other could object to the spirit of "gracious fooling" in which Mr. Brough represented William Tell brought up before Gesler for "contempt of hat;" Albert, his precocious son, resolving that, as to betraying his father, "though torn in half, I'll not be made to split;" and when he comforts his father, about to shoot at the apple, by assuring him that he is "game," the father replying, "Wert thou game, I would preserve, not shoot thee." This is drollery, it seems to us, not unworthy of Sydney Smith or Hood, and in no way to be placed in the same catalogue with the vulgarities and inanities of a later brood.

Another year found us more ambitious, and with stronger resources, for Mr. Dickens himself and Mr. Mark Lemon joined our acting staff, though, with kindly consideration for their young brethren, they chose subordinate parts. In Mr. Planche's elegant and most witty fairy extravaganza of *Fortunio and His Seven Gifted Servants*, Mr. Dickens took the part of the old "Baron Dunover," whose daughters so valiantly adopt man's attire and go to the wars; Mr. Lemon contenting himself with the *role* of the "Dragon," who is overcome by "Fortunio's" stratagem of adulterating the well, whither he usually resorted to quench his thirst, with a potent admixture of sherry. What fun it was, both on and off the stage! The gorgeous dresses from the eminent costumier of the Theatres Royal; our heads bewigged and our cheeks rouged by the hands of Mr. Clarkson himself; the properties from the Adelphi; the unflagging humor and suggestive resources of our manager, who took upon him the charge of everything, from the writing of the playbills to the composition of the punch, brewed for our refreshment between the acts, but "craftily qualified," as Michael Cassio would have said, to suit the capacities of the childish brain, for Dickens never forgot the *maxima reverentia* due to children, and some of us were of very tender age: the comedian who played (in a complete jockey's suit and top-boots) Fortunio's servant Light-foot, was—we are afraid to say *how* young—but it was somewhere between two and three, and he was announced in the bill as having been "kept out of bed at a vast expense." The same veracious document, by the way, represented the sole lessee and manager of the Theatre Royal, Tavistock House, as Mr. Vincent Crummles, disguising Mr. Dickens himself in the list of *dramatis personæ* as the "Modern Roscius," and Mark Lemon as the "Infant Phenomenon,"—an exquisitely conceived surprise for the audience who, by no means expected from the description to recognize in the character the portly form of the editor of *Punch*. The time, by-the-way, must have been the winter preceding the commencement of hostilities with Russia, for Mr. Dickens took advantage of there being a ferocious despot in the play—the Emperor Matapa—to identify him with the Czar in a capital song (would we could recall it!) to the tune of "The Cork Leg," in which the Emperor described himself as "the Robinson Crusoe of absolute state," and declared that though he had at his court many a show-day, and many a high-day," he hadn't in all his dominions "a Friday!" Mr. Planche had in one portion of the extravaganza put into the mouth of this character for the moment a few lines of burlesque upon "Macbeth," and we remember Mr. Dickens' unsuccessful attempts to teach the performer how to imitate Macready, whom he (the performer) had never seen! And after the performance, when we were restored to our evening-party costumes, and the school-room was cleared for dancing, still a stray "property" or two had escaped the vigilant eye of the propesty-man; for Douglas Jerrold had picked up the horse's head (Fortunio's faithful steed Comrade), and was holding it up before the greatest living animal painter, who had been one of the audience, with "Looks as if it knew *you*, Edwin!"

Another time we attempted Fielding's *Tom Thumb*, using O'Hara's altered version, further abridged and added to by the untiring master of our ceremonies. Fielding's admirable piece of mock-heroic had always been a favorite of Charles Dickens. It has often been noticed how rarely he quotes his books, but the reader of "Pickwick" will remember how in an early chapter of that immortal work Mr. Alfred Jingle sings the two lines:—

"In hurry, post-haste for a license,
In hurry, ding-dong, I come back."

They are from Lord Grizzle's song in *Tom Thumb*. Mr. Lemon played the giantess "Glumdalca" in an amazing get-up of a complete suit of armor and a coal-scuttle bonnet; and Mr. Dickens the small part of the ghost of "Gaffer Thumb," singing his own song on the occasion, a verse of which may be quoted, if only to illustrate the contrast between the styles of the earlier and later burlesque. In O'Hara's version the ghost appears to King Arthur, singing:—

"Pale death is prowling,
Dire omens scowling
Doom thee to slaughter,
Thee, thy wife and daughter;
Furies are growling
With horrid groans.
Grizzle's rebellion
What need I tell you on?
Or by a red cow
Tom Thumb devoured?
Hark, the cock crowing, [*Cock crows.*
I must be going.
I can no more!" [*Vanishes.*

Mr. Dickens' substituted lines were, as nearly as we remember, the following:—

"I've got up from my churchyard bed
And assumed the perpendicular,
Having something to say in my head,
Which isn't so very particular.
I do not appear in sport,
But in earnest, all danger scorning—
I'm at your service, in short,
And I hereby give you warning—
[*Cock crows.*
Who's dat crowing at the door?
Dere's some one in the house with Dinah!
I'm called (so can't say any more)
By a voice from Cochin China!"

Nonsense, it may be said, all this; but the nonsense of a great genius has always something of genius in it.

The production next year, on the same stage, of the drama of *The Lighthouse*, marked a great step in the rank of our performances. The play was a touching and tragic story, founded (if we are not mistaken) upon a tale by the same author, Mr. Wilkie Collins, which appeared in an early number of his friend's weekly journal, *Household Words*. The principal characters were sustained by Mr. Dickens, Mr. Mark Lemon, Mr. Wilkie Collins, and the ladies of Mr. Dickens' family. The scenery was painted by Clarkson Stanfield, and comprised a drop-scene representing the exterior of Eddystone Lighthouse, and a room in the interior in which the whole action of the drama was carried on. The prologue was written (we believe) by Mr. Dickens, and we can recall, as if it were yesterday, the impressive elocution of Mr. John Forster, as he spoke behind the scenes the lines which follow:—

"A story of those rocks where doomed ships come
To cast their wrecks upon the steps of home:
Where solitary men, the long year through,
The wind their music and the brine their view,
Teach mariners to shun the fatal light—
A story of those rocks is here to-night:
Eddystone Lighthouse"—

(Here the green curtain rose and discovered Stanfield's drop scene, the Lighthouse, its lantern illuminated by a transparency)—

"In its ancient form,
Ere he who built it died in the great storm
Which shivered it to nothing—once again
Behold out-gleaming on the angry main.
Within it are three men—to these repair
In our swift bark of fancy, light as air;
They are but shadows, we shall have you back
Too soon to the old dusty, beaten track."

We quote from memory, and here our memory fails. We are not aware that the prologue was ever published, or indeed the play for which it was written; though the *Lighthouse* was performed two or three years later at the Olympic, with Mr. Robson in the character originally played by Mr. Dickens. The main incident of the plot—the confession of a murder by the old sailor, "Aaron Gurnock," under pressure of impending death from starvation (no provisions being able to reach the lighthouse, owing to a continuance of bad weather), and his subsequent retractation of the confession when supplies unexpectedly arrive—afforded Mr. Dickens scope for a piece of acting of great power.

The farce of *Mr. Nightingale's Diary*, the joint production of Dickens and Mark Lemon, which followed Mr. Collins' play at Tavistock House, was well calculated to exhibit the versatility of the principal actor. Mr. Dickens played one "Mr. Gabblewig," in which character he assumed four or five different disguises, changing his dress, voice, and look with a rapidity and completeness which the most practised "entertainer" might envy. This whimsical piece of extravagance had been before played by the same actors in the performances for the benefit of the Guild of Literature and Art, but has never been printed, except privately for the use of the original actors. What portions were contributed by the joint authors respectively we can only surmise; but there were certain characters and speeches which bore very clearly stamped upon them the mark of their authorship. One of the characters played by Mr. Dickens was an old lady, in great trouble and perplexity about a missing child; of which character (being nameless in the drama) he always spoke, when he had occasion to refer to her off the stage, as "Mrs. Gamp," some of whose speeches were as well worthy of preservation for droll extravagance of incongruity as the best of her famous prototype in "Martin Chuzzlewit." In addition to her perplexity about the missing infant, she is further embarrassed as to the exact surname of "Mr. Nightingale," whose name she remembers to be that of a bird, but cannot always refer to the correct species of that order. A quotation we make from memory will leave no doubt as to the fertile and singular fancy from whose mint it came:—

"No, sir, I will not leave the house! I will not leave the establishment without my child, my boy. *My* boy, sir, which he were his mother's hope and his father's pride, and no one as I am aweer on's joy. Vich the name as was giv' to this blessedest of infants and vorked in best Vitechapel, mixed upon a pincushin, and 'Save the mother' likewise, were Abjolom, after his own parential father, Mr. Nightingale, who no other ways than by being guv' to liquor, lost a day's vork at the veel-right business, vich it was but limited, Mr. Skylark, being veels of donkey-chaises and goats; and vun vas even drawn by geese for a wager, and came up the aisle o' the parish church one Sunday arternoon by reason of the perverseness of the animals, as could be testified by Mr. Wix, the beadle, afore he died of drawing on Vellington boots to which he was not accustomed, after an 'earty meal of roast beef and a pickled walnut to which he were too parjial! Yes, Mr. Robin Redbreast, in the marble fontin of that theer church was he baptized Abjalom, vich never can be unmade or undone, I am proud to say, not to please nor give offense to no one, nohows and noveres, sir. . . . Ah! 'affliction sore long time Maria Nightingale bore; physicians *was* in vain'—not that I am aweer she had any one in particular, sir, excepting *one*, vich she tore his hair by handfuls out in consequence of disagreements re*lative* to her complaint; and dead she is, and will be, as the hosts of the Egyptian fairies; and this I shall prove, directly minute, on the evingdence of my brother the sexton, whom I shall here produce, to your confusion, young person, in the twinkling of a star or humin eye!"

Scarcely had the old lady quitted the stage when Mr. Dickens reappeared as "my brother the sexton," a very old gentleman indeed, with a quavery voice and self-satisfied smile (pleasantly suggesting how inimitable must have been the same actor's manner as "Justice Shallow"), and afflicted with a "hardness of hearing" which almost baffled the efforts of his interrogators to obtain from him the desired information as to the certificate of Mrs. Nightingale's decease. "It's no use your whispering to me, sir!" was the gentle remonstrance which the first loud shout in his ear elicited; and on the question being put whether "he had ever buried"—he at once interrupted to reply that he *had brewed;* and that he and his old woman—"my old woman was a Kentish woman, gentlemen: one year, sir, we brewed some of the strongest ale that you ever drank, sir; they used to call it down in our part of the country (in allusion, you understand, to its great strength, gentlemen), 'Samson with his hair on,'"—at which point the thread of his narrative was cut short by the reiteration, in a louder key still, of the intended question in a complete form. A third character in the farce, sustained by Dickens, was that of a *malade imaginaire*, for the time being under treatment by a new specific, "mustard and milk," the merits of which he could not highly enough extol, but which nevertheless was not so soothing in its effects but that the patient gave every minute a loud shriek — explaining apologetically, "That's the mustard!" followed immediately by a still louder one, "That's the milk!" We are afraid to say in how many other disguises our manager appeared, but there was certainly one other, a footman or waiter, in which character the actor gave us a most amusing caricature of the manner of one of his own servants; and we remember with what glee, one night at supper after rehearsal, Dickens learned that the man in question had been heard imitating his master in the part for the amusement of his fellow-servants, in utter ignorance that he himself had sat in the first instance for the portrait. The same amazing fertility and rapidity of invention, in which Dickens stands without a rival as a humorist, often served him in excellent stead, in the sudden substitution of extempore remarks known to the professional actor as "gag." On one occasion in a farce (we forget its name) played after "The Frozen Deep," one of the characters having occasion to disguise himself for the moment in the chintz-cover of the sofa, Mr. Dickens suddenly observed, to the astonishment of his fellow-actors, "He has a general appearance of going to have his hair cut!" a comparison so ingeniously perfect as to convulse everybody on and off the stage with laughter. In this rapid discovery of resemblances—for example, Mrs. Lirriper's description of the poor gentleman, when the fire broke out in her lodgings, carried out in a chair, "similar to Guy Fawkes," or the description of Captain Bunsby's eyes, "one movable and one stationary, on the principle of some lighthouses"—our great novelist has never been approached. "Thus," it has been truly said, "he makes human nature and its surroundings speak to us; and thus the richness of life is multiplied to us infinitely, so long as we are enabled to view it with his eyes."

It was perhaps partly owing to Mr. Dickens' sense that his mission in life was to be an "entertainer," that from the outset of his literary career he exhibited so strong a fellow-feeling with entertainers of all kinds; and these few rough notes of his own theatrical relaxations may be of interest if only as illustrating one undoubted characteristic of his genius. His love of the stage, and his familiarity with every aspect of it, are apparent in almost everything he has written, from the "Sketches by Boz," in which he described an evening at Astley's (which, by the way, may be compared, by those who like to trace the growing power and the perfecting touch of a great artist, with a description of the same scene in the "Old Curiosity Shop"), to the casual mention in the unfinished "Mystery of Edwin Drood" of the picture of "Signor Jacksonini the clown, in the act of saying 'How are you to-morrow?' quite as large as life and nearly as melancholy." The conventionalities and artificialities of the stage afforded him constant material for humorous description or comment. He has written nothing more genuinely humorous and clever than the account of Mr. Crummles and his company at the Portsmouth Theatre. Who can ever forget Mr. Crummles' expression of honest regret as he recalled the first-tragedy-man, once a member of his company, who "when he played 'Othello' used to black himself all over. That's going into a part as if you felt it. It isn't common, more's the pity"; or the same gentleman's account to Nicholas of his first introduction to Mrs. Crummles:—"The first time I saw that admirable woman, Johnson, she stood on her head on the butt-end of a spear, surrounded by blazing fireworks"? But, although Mr. Dickens constantly introduced the theatre and the theatrical profession, to laugh at their too common absurdities and their adherence to tradition, he believed in them still. His own genius was too dramatic for him not to have strong sympathy with dramatic representations, if at the same time his close observation of human nature and his keen sense of the ludicrous forced him to see how little illusive stage illusion commonly is. There is no theme on which he appears to love more to dwell. "The Uncommercial Traveller," and the miscellaneous papers which he contributed to his periodical *Household Words*, are full of exquisite instances in point. He cannot mention Dullborough as "his boyhood's home" without remembering that he feels "like a tenor in an English opera when he does so." He cannot pass the Dullborough Theatre without calling to mind that there he had first seen "the funny countryman, but countryman of noble principles, in a flowered waistcoast, crunch up his little hat and throw it on the ground, and pull off his coat, saying, 'Dom thee, Squire, coom on with thy fistes, then!' At which the lovely young woman who kept company with him (and who went out gleaning in a narrow white muslin apron with five beautiful bars of five different colored ribbons across it) was so frightened for his sake that she fainted away." And every one has noted, in reading that uncomfortable and rather dreary story "Hard Times," that the part which the author himself really enjoyed is that which deals with the interests of the poor horse-riding people—Mr. Sleary, Sissy Jupe, and Master Kidderminster. Mr. Gradgrind's method of gauging all human nature by statistics is a trifle caricatured, and the boasts of Mr. Bounderby a thought conventional, but poor old asthmatic Mr. Sleary's account of his new scene in the circle, as he imparts it to Sissy Jupe, reveals at once where the humorist was really strong and rejoiced in his strength:—"If you vath to thee our Children in the Wood, with their father and mother both a-dying, on a horthe—their uncle a receiving them ath hith wardth, upon a horthe—themthelvth both agoin' a blackberryin' on a horthe—and the robinth a comin' in to cover 'em with leavth, upon a horthe—you'd thay it wath the completeth thing ever you thot your eyeth on!" Dickens was drawn toward all that multifarious class who live by affording what he conceived to be innocent amusement. It was his favorite doctrine that people must be amused—that they needed it; and no form of Pharisaical propriety was more irritating to him than that which advocated the mechanics' institute or the lecture-hall as the only legitimate relief to the working man's hours of labor.

The success of *The Lighthouse*, performed at Tavistock House in the January of 1856, and subsequently repeated at Campden House, Kensington, for the benefit of the Consumption Hospital at Bournemouth, induced Mr. Wilkie Collins to try his dramatic fortune once more, and the result was the drama of *The Frozen Deep*, with an excellent part for Mr. Dickens, and opportunity for charming scenic effects by Mr. Stanfield and Mr. Telbin. The plot was of the slightest. A young naval officer, "Richard Wardour," is in love, and is aware that he has a rival in the lady's affections, though he does not know that rival's name. His ship is ordered to take part in an expedition to the polar regions, and, as we remember, the moody and unhappy young officer, while chopping down for firewood some part of what had composed the sleeping compartment of a wooden hut, discovers from a name carved upon the timbers that his hated rival is with him taking part in the expedition. His resolve to compass the other's death gradually gives place to a better spirit, and the drama ends with his saving his rival from starvation at the cost of his own life, himself living just long enough to bestow his dying blessing on the lovers; the ladies whose brothers and lovers were on the expedition having joined them in Newfoundland. The character of "Richard Wardour" afforded the actor opportunity for a fine display of mental struggle, and a gradual transition from moodiness to vindictiveness, and finally, under the pressure of suffering, to penitence and resignation, and was represented by Mr. Dickens with consummate skill.

The production of *The Frozen Deep* has a literary interest for the reader of Dickens, as marking the date of a distinct advance in his career as an artist. It was during the performance of this play with his children and friends, he tells us in the preface of his "Tale of Two Cities," that the plot of that story took shape in his imagination. He does not confide to us what was the precise connection between the two events. But the critical reader will have noticed that then, and from that time onwards, the novelist discovered a manifest solicitude and art in the construction of his plots which he had not evinced up to that time. In his earlier works there is little or no constructive ability. "Pickwick" was merely a series of scenes from London life more or less loosely strung together. "Nicholas Nickleby" was in this respect little different. In "Copperfield" there is more attention to this specially dramatic faculty, but even in that novel the special skill of the constructor is exhibited rather in episodes of the story than in the narrative as a whole. But from and after the "Tale of Two Cities," Mr. Dickens manifests a diligent pursuit of that art of framing and developing a plot which there can be little doubt is traceable to the influence of his intimate and valued friend Mr. Wilkie Collins. In this special art Mr. Collins has long held high rank among living novelists. He is indeed, we think, open to the charge of sacrificing too much to the composition of riddles, which, like riddles of another kind, lose much of their interest when once they have been solved. And it is interesting to note that while Mr. Dickens was aiming at one special excellence of Mr. Collins, the latter was assimilating his style, in some other respects, to that of his brother novelist. Each, of late years, seemed to be desirous of the special dramatic faculty which the other possessed. Mr. Dickens' plots, Mr. Collins' characters and dialogues, bore more and more clearly marked the traces of the model on which they were respectively based. It is possible, however, that another consideration was influencing the direction of Mr. Dickens' genius. He may have half suspected that the peculiar freshness of his earlier style was no longer at his command, and he may have been desirous of breaking fresh ground and cultivating a faculty too long neglected. As we have said, we believe that his genius was largely dramatic, and that it was the overpowering fertility of his humor as a *descriptive* writer which led him at the outset of his literary career to prose fiction as the freest outcome of his genius. However that may be, he loved the drama and things dramatic; and notwithstanding what might be inferred from the lecture which Nicholas administers to the literary gentleman in "Nicholas Nickleby," he evidently loved to see his own stories in a dramatic shape, when the adaptation was made in accordance with the spirit and design of the originator. Most of his earlier works were dramatized, and enjoyed a success attributable not less to the admirable acting which they called forth than to the fame of the characters in their original setting. His Christmas Stories proved most successful in their dramatic shape, and it is difficult to believe that he had not in view those admirable comedians, Mr. and Mrs. Keeley, when he drew the charming characters of Britain and Clemency Newcome. His "Tale of Two Cities" (which, by the way, Mr. Wilkie Collins has somewhere publicly referred to as the finest of his friend's fictions in point of construction) was arranged under his own supervision for the stage, and he seems to have had a growing pleasure in seeing his works reproduced in this shape, for "Little Em'ly," the last arrangement of "David Copperfield," was produced with at least his sanction and approval; and at the present date a version of the "Old Curiosity Shop," under the title of "Nell," is announced for immediate production, as having been similarly approved by himself shortly before his lamented death. In the present state of the stage we may well be thankful for pieces so wholesome in interest, so pure in moral, so abounding in unforced humor, as his best stories are adapted to provide.

DIVIDENDS, ETC.

PHILADELPHIA AND READING RAIL ROAD COMPANY, Office No. 227 South FOURTH Street.

PHILADELPHIA, Dec. 24, 1870.

NOTICE.—In accordance with the terms of the Lease and Contract between the East Pennsylvania Railroad Company and the Philadelphia and Reading Railroad Company, dated May 19, 1869, the Philadelphia and Reading Railroad Company will pay at their Office, No. 227 South FOURTH Street, Philadelphia, on and after the 17th day of January, 1871, a dividend of $1·50 per share, clear of all taxes, to the Stockholders of the East Pennsylvania Railroad Company, as they shall stand registered on the books of the said East Pennsylvania Railroad Company on the 31st day of December, 1870.

S. BRADFORD,
Treasurer,
Philadelphia and Reading Railroad Company.

NOTE.—The transfer books of the East Pennsylvania Railroad Company will be closed on December 31, 1870, and reopened on January 10, 1871.

HENRY C. JONES,
Treasurer,
12 27 tJ17 East Pennsylvania Railroad Company.

OFFICE OF THE NORTH PENNSYLVANIA RAILROAD COMPANY, No. 407 WALNUT Street.

PHILADELPHIA, Jan. 4, 1871.

The Board of Directors of the North Pennsylvania Railroad Company have this day declared a dividend of FIVE (5) PER CENT., clear of Taxes, payable in scrip bearing no interest, and convertible into the capital stock of the company when presented in sums of not less than fifty dollars. The scrip so issued will be deliverable on February 1, and convertible at any time thereafter.

The Transfer Books will be closed on SATURDAY, the 7th inst., at 3 o'clock P. M., and the dividend will be credited to the stockholders as they may stand registered at the closing of the books.

The Transfer books will remain closed until MONDAY, the 16th inst. WILLIAM WISTER,
1 5 2w Treasurer.

STATE OF SOUTH CAROLINA, TREASURY DEPARTMENT.

COLUMBIA, S. C., Dec. 23, 1870.

The interest maturing January 1, 1871, on the Bonds of the State of South Carolina, will be paid in gold, on demand, on and after January 1, at the Banking House of H. H. KIMPTON, No. 9 Nassau street, New York, and at the TREASURY OFFICE in Columbia, S. C. The interest on the Registered Stock of the State will be paid in Columbia only.

NILES G. PARKER,
Treasurer State South Carolina.

Coupons will be received for examination on and after the 27th instant. H. H. KIMPTON,
12 30 15t Financial Agent State South Carolina.

TO THE HOLDERS OF OHIO STATE STOCKS.—Notice is hereby given that the Interest due January 1, 1871, on the Funded Debt of the State of Ohio, will be paid at the American Exchange National Bank, in the city of New York, from the 1st to the 15th proximo, and thereafter at our office in this city. Columbus, Ohio, December 13, 1870.

JAMES H. GODMAN, Auditor of State,
ISAAC R. SHERWOOD, Secretary of State,
FRANCIS R. POND, Attorney-General,
Commissioners of the Sinking Fund of the State of Ohio. 12 30 1m

NOTICE TO STOCKHOLDERS.—A DIVIDEND of FIFTY CENTS PER SHARE will be paid by the HESTONVILLE, MANTUA, AND FAIRMOUNT PASSENGER RAILWAY COMPANY, free of State tax, on and after December 27th next, at the office of the Company, No. 112 South FRONT Street.

Transfer books will be closed December 15th and reopen December 31st.

CHARLES P. HASTINGS,
12 10 smwtf Treasurer.

OFFICE OF THE UNION MUTUAL INSURANCE COMPANY, N. E. Corner of THIRD and WALNUT Streets.

PHILADELPHIA, Jan. 5, 1871.

At a meeting of the Board of Directors of this Company a dividend of SIX PER CENT. was declared on the outstanding scrip and stock of the Company, clear of taxes, payable on demand.

1 6 2w JOHN MOSS, Secretary.

OFFICE ANTHRACITE INSURANCE COMPANY, No. 311 WALNUT Street.

PHILADELPHIA, January 2, 1870.

The Board of Directors have this day declared a Dividend of FIFTEEN PER CENT. on the capital stock paid in, payable on demand, free of taxes.

WILLIAM M. SMITH,
1 5 10trp Secretary.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

COMPANY'S BUILDING, No. 400 WALNUT STREET, January 2, 1871.

The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes. ALEX. W. WISTER,
1 2tf Secretary.

MISCELLANEOUS.

CAMBRIA IRON COMPANY.—THE Annual Meeting of the stockholders of the Cambria Iron Company will be held at their office, No. 219 South FOURTH Street, Philadelphia, on TUESDAY, the 17th day of January next, at 4 o'clock P. M., when an election will be held for seven directors to serve for the ensuing year.

JOHN T. KILLE, Secretary.
Philadelphia, December 17, 1870. 12 17 1m*

OFFICE BUCK MOUNTAIN COAL CO.
PHILADELPHIA, Jan. 1, 1871.

The Annual Meeting of the Stockholders of the BUCK MOUNTAIN COAL CO. will be held at the office of the Company, No. 320 WALNUT Street, on WEDNESDAY, February 1, 1871, at eleven (11) o'clock A. M.

An election for seven Directors to serve the ensuing year will be held on the same day between the hours of 11 A. M. and 2 P. M.

1 2 mw 10t T. H. TROTTER, Treasurer.

PENNSYLVANIA INSTITUTION FOR THE DEAF AND DUMB.—The Annual Meeting of the Contributors to the Pennsylvania Institution for the Deaf and Dumb will be held at the Institution, corner of BROAD and PINE Streets, on WEDNESDAY, the 18th of January, at 4 o'clock P. M.

The annual report of the Board of Directors will be submitted, and an election will be held for officers to serve for the ensuing year.

1 6 mw6t JAMES J. BARCLAY, Secretary.

MERCANTILE LIBRARY.—THE ANNUAL meeting of stockholders of the Mercantile Library Company will be held at the LIBRARY BUILDING on TUESDAY EVENING, the 17th inst., at 7½ o'clock. JOHN LARONER,
1 3 13t Recording Secretary.

SHAMOKIN COAL COMPANY, OFFICE No. 226 WALNUT Street.

PHILADELPHIA, Dec. 31, 1870.

The annual meeting of the stockholders of the above-named company, and an election of Directors to serve for the ensuing year, will be held at their office on WEDNESDAY, the 18th day of January, A. D. 1871, at 12 o'clock M. Transfer books will be closed from January 8th to 18th.

C. R. LINDSAY,
12 31 13t Secretary.

SPECIAL NOTICES.

THE ENTERPRISE INSURANCE COMPANY, OF PHILADELPHIA, Company' Building, No. 400 WALNUT Street.

JANUARY 10, 1871.

At the annual meeting of the Stockholders of the Company, held on the 9th day of January, the following gentlemen were elected Directors for the ensuing year:—

F. Ratchford Starr,	John H. Brown,
Nalbro Frazier,	J. L. Erringer,
John M. Atwood,	William G. Boulton,
Benjamin T. Tredick,	Charles Wheeler,
James L. Claghorn,	Thos. H. Montgomery,
George H. Stuart,	James M. Aertsen.

At a meeting of the Board of Directors, held this day, F. RATCHFORD STARR was re-elected President, and THOMAS H. MONTGOMERY re-elected Vice-President.

ALEXANDER N. WISTER,
1 10 6t Secretary.

FARMERS' AND MECHANICS' NATIONAL BANK.

PHILADELPHIA, Jan. 13, 1871.

At an election held on the 11th day of January, 1871, the following-named Stockholders were elected Directors of this Bank:—

Edwin M. Lewis,	George W. Farr, Jr.,
John Ashhurst,	William H. Woodward,
Anthony J. Antelo,	Charles H. Hutchinson,
Lindley Smyth,	Henry P. Sloan,
Richard C. Dale,	Thomas McKean,
Joshua B. Lippincott,	George H. Kirkham.
J. Edward Farnum,	

And at a meeting of the Directors this day, EDWIN M. LEWIS, Esq., was unanimously re-elected President.

1 13 6t W. RUSHTON, Jr., Cashier.

COMMONWEALTH NATIONAL BANK, PHILADELPHIA, Jan. 13, 1871.

At the election held on the 10th instant the following gentlemen were elected DIRECTORS of this Bank for the ensuing year:—

E. P. Mitchell,	Samuel K. Ashton,
H. N. Burroughs,	William F. Hansell,
Paul P. Keller,	Robert B. Sterling,
John Wanamaker,	Robert Morris,
C. H. Duhring,	Walter G. Wilson,
H. W. Gray,	Edward T. Steel.

And at a meeting of the Board, held this day, EDWARD P. MITCHELL, Esq., was unanimously re-elected President, and JAMES T. MITCHELL, Esq., Solicitor.

1 13 3t H. C. YOUNG, Cashier.

THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA.

PHILADELPHIA, January 11, 1871.

At an election held January 9, the following gentlemen were duly elected Directors of this Company for the year 1871:—

Henry D. Sherrerd,	Charles S. Lewis,
Charles Macalester,	Edward C. Knight,
William S. Smith,	John B. Austin,
George H. Stuart,	Christian J. Hoffman,
Samuel Grant, Jr.,	Richard Dale Benson,
Thomas B. Wattson,	George H. Colket.
Henry G. Freeman,	

And at a meeting of the Board of Directors, held this day, HENRY D. SHERRERD, Esq., was unanimously re-elected as President of the Company.

1 12 6t J. H. HOLLINSHEAD, Secretary.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street.

PHILADELPHIA, Jan. 9, 1871.

At the Annual Meeting of the Stockholders of this Company, held this day, the following gentlemen were unanimously elected officers for 1871:—

President—FRANKLIN B. GOWEN.

MANAGERS.

H. Pratt McKean,	J. B. Lippincott,
A. E. Borie,	John Ashhurst,
R. B. Cabeen,	Charles E. Smith.

Treasurer—SAMUEL BRADFORD.
Secretary—J. W. Jones. 1 10 6t

ILLUSTRATED LECTURE. J. M. HUTCHINGS (of Yo-Semite) will give a Lecture—Illustrated with the Finest Series of Views ever taken—on "The Wonders of Yo-Semite and the Big Trees of California," at CONCERT HALL, CHESNUT Street, near Twelfth, on MONDAY EVENING, 16th inst., at 8 o'clock.

Tickets, 50c. To be had at GOULD & FISCHER'S Piano Rooms, No. 923 CHESNUT Street, from 9 A. M. to 5 P. M. 1 9 mwfsmst*

THE LORRAINE VEGETABLE CATHARTIC PILL is far the best Cathartic remedy yet discovered. The most complete success has long attended its use. It never fails to accomplish all that is claimed for it. It produces little or no pain; leaves the organs free from irritation, and never overtaxes or excites the nervous system. In all diseases of the skin, blood, stomach, bowels, liver, kidneys of children, and in many difficulties peculiar to women, it brings prompt relief and certain cure. The best physicians recommend and prescribe it; and no person who once uses it will voluntarily return to any other cathartic. It is sold by all dealers in drugs and medicines.

TURNER & CO., Proprietors,
10 6 thstu5 No. 120 Tremont street, Boston, Mass.

TURNER'S UNIVERSAL NEURALGIA PILL is an UNFAILING REMEDY for Neuralgia Facialis. No form of Nervous Disease fails to yield to its wonderful power. Even in the severest cases of Chronic Neuralgia its use for a few days affords the most astonishing relief, and rarely fails to produce a complete and permanent cure. It contains no materials in the slightest degree injurious. It has the unqualified approval of the best physicians. Thousands, in every part of the country, gratefully acknowledge its power to soothe the tortured nerves and restore the failing strength.

It is sold by all dealers in drugs and medicines.

TURNER & CO., Proprietors,
9 29 mwf5 No. 120 TREMONT St., Boston, Mass.

BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—*"Does not contain Lead nor any Vitalic Poison to injure the Hair or System."* Invigorates the Hair and leaves it soft and beautiful; Black or Brown.

Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf5

THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths1

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.

For sale by Druggists generally.

R. & G. A. WRIGHT,
1 6 fmw26t No. 624 CHESNUT St., Philad'a.

JAMES M. SCOVEL HAS ESTABLISHED A Law and Collection Agency for Pennsylvania and New Jersey at No. 514 WALNUT Street. [12 29

JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf5

DR. F. R. THOMAS, No. 911

TRAGEDY IN BALTIMORE.

Singular Death of a Police Officer—Supposed Case of Accidental Shooting.

The Baltimore *American* of Friday says:—

One of the most remarkable and mysterious tragedies that has ever been chronicled in Baltimore was enacted in the western section of the city early yesterday morning, the victim being Officer Charles J. Walsh, of the Western Police Force, who met with a sudden death from a pistol-shot, supposed to have been the result of an accident. Under the recent order of the Police Board, the night force of the city police, as is generally known, are divided into two squads, the first of which are relieved at 2 o'clock by the men who remain on duty until 6 in the morning. With the latter department Mr. Walsh was connected, and, in accordance with the usual instructions, entered the Western station-house about 1 o'clock, and a few minutes later proceeded, in company with the squad to which he was attached, to the corner of Baltimore and Pearl streets, where he was last seen alive by his brother officers. A few moments after the latter had taken their departure the sudden report of a pistol shot was heard, and several persons at once hastened to the spot from whence the sound proceeded, and were horrified on discovering Officer Walsh lying upon his face, a pistol ball having entered his forehead and passed entirely through the head horizontally, penetrating the brain, and causing a profuse hemorrhage. When taken up his face and head were covered with blood, a pool of which was on the sidewalk. He was wholly unconscious, and in that condition was removed to the Western Station House, where his condition was made as comfortable as possible by Lieutenant Moore, the officer in charge, who instantly despatched the messengers for physicians. Professor Butler was in the room in a few minutes after being summoned, and at once applied every known remedy, but expressed his conviction that the injury was mortal, the truth of which prediction was painfully illustrated by the death of the victim at fifteen minutes past three o'clock, exactly one and three-quarter hours after receiving the fatal shot. It was at first the general impression, created by the peculiar surroundings of the distressing affair, that the deceased had voluntarily taken his life; but this theory seems to have been thoroughly dispelled by the evidence offered before the jury of inquest, summoned before Dr. Spicer, Coroner, to investigate the circumstances attending his death.

IMPORTANT ARREST.

A Desperate Highwayman in Custody at Harrisburg.

Saturday's Harrisburg *Patriot* has the following:—

At the instance of District Attorney Wiestling, who for good reasons considered the publication inadvisable until now, we have suppressed the following facts until this morning:—About ten days ago, Fillmore J. Shannon, a young man, aged about twenty-two years, and a resident of this city, was arrested and imprisoned on a *capias* on charge of having assisted in brutally assaulting Jacob Poorman on State street last April and robbing him of over $5000. The circumstances of this outrage are perhaps yet fresh in the minds of this community. Five or six young roughs watched a favorable opportunity to waylay Poorman, who was known to have considerable money on his person, and when it presented itself they made a concerted attack on him, rifling his pockets. Several of the supposed ruffians were arrested soon after and put under bail.

Hearing that suspicion attached to him as being one of the party, Shannon decamped, remaining away from the city until a month or two ago, when he quietly returned. Up to the time of his arrest he kept himself secreted as much as possible, a true bill on the charge of assault and robbery having been found against him by the Grand Jury during his absence, and of which fact he had been made acquainted.

On Wednesday of last week C. F. Tunis made information against Fillmore J. Shannon, the prisoner, for having committed a brutal assault on his son, Edward J. Tunis, on Saturday, December 17, and robbed him of fifty or sixty dollars in money and a gold watch. On Saturday last the accused had a hearing before Alderman Kepner, District Attorney Wiestling representing the Commonwealth and B. F. Etter, Esq., the defendant. After a thorough investigation, in which the evidence strongly pointed to the guilt of Shannon, he was committed for court.

"PATCHING" AND "DARNING."

A Goodly Exhibition of Patchwork—Garments for the Destitute—A Pair of Stockings with a Hundred Darned Holes.

An entirely novel mode for supplying the poor with warm garments has been brought into existence by Messrs. Orange Judd & Co., publishers of *American Agriculturist* and *Hearth and Home*, who have opened a patching and darning exhibition at their rooms, No. 245 Broadway.

They have issued an appeal to the wives and daughters of the country to contribute patched cast-off clothes for the destitute of the city and have offered premiums to those who excel in the art of putting a patch on. More than 1300 garments have been sent in for competition, and they represent the value of about $1300. Nearly all the garments are of woollen fabric and comprise a great variety of clothes for male and female wear.

Eighteen ladies have been appointed to award the prizes, which were fifteen dollars, ten dollars, five dollars, and subscriptions to certain weekly journals. These were awarded to girls of any age under sixteen years. A second set of the same premiums were given to ladies of any age over sixteen years. The contributors number 453, and are from twenty-eight different States and Territories.

Several interesting specimens have been received, such as a pair of long stockings, with one hundred holes darned, and a very good cloak marked as follows:—"This cloak is made of four pairs of old pants, one old vest, and two old coat linings. It is composed of sixty-eight pieces. I made it in two days, and it was worn for three years to public school, and I hope it will keep some other darling warm three years more. Mrs. McParker, Washington, Ind." It was awarded the first prize. The exhibition will be open to the public for three days, after which all the garments will be turned over to the Five Points Mission for distribution.—*N. Y. Herald.*

SHOCKING ACCIDENT.

A Man Falls Against a Circular Saw.

An accident of a peculiarly shocking character occurred this morning at the Point Saw Mill of Messrs. Richey, Finkbine & Co., located on Smoky Island, First ward, Allegheny. It appears that shortly after the mill started this morning John Douglass was engaged in working about a large circular saw.

While removing a slab which had been cut from a log, his foot slipped, and he was thrown with great violence against the saw, which was revolving at the time with fearful rapidity. In falling, his hip struck the saw, and in a moment the bone was literally sawed through, the saw an oblique and downward character, leaving the limb hanging by a mere shred of flesh. The machinery was stopped in a few seconds, but not in time to avert the fearful accident.

The workmen in the mill immediately removed the injured man to the residence of his parents, at No. 73 Belmont street, in the Fifth ward, and the services of Drs. Husselton and Mabon secured. The limb was amputated and the injuries dressed, but the physicians, we are informed, have but faint hopes that the unfortunate man will recover. Douglass is about twenty years of age and unmarried.—*Pittsburg Chronicle, 13th.*

—It is a Republican claim in New Hampshire that they have as their candidate for Governor "a soldier without arrogance, a clergyman without clerical ignorance of business, an advocate of temperance without tyranny, and a politician without trickery."

—The Democrats of Wayne county, Ohio, celebrated the anniversary of the battle of New Orleans. Pendleton sent a letter and Vallandigham made a speech.

INSURANCE.

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 $3,009,888 24

CAPITAL.....$400,000 00
ACCRUED SURPLUS AND PREMIUMS..2,609,888 24

INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908 42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rent of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker, Samuel Grant, George W. Richards, Isaac Lea, George Fales, Alfred Fitler, Thomas Sparks, William S. Grant, Thomas S. Ellis, Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary.

ASBURY LIFE INSURANCE CO. NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.

JAMES M. LONGACRE,

MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office, 302 WALNUT St., Philadelphia.

H. C. WOOD, Jr., Medical Examiner.
5 23 mwslm REV. S. POWERS, Special Agent.

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,572,732

TRUSTEES.

William H. Hamilton, John Carrow, George I. Young, Jos. R. Lyndall, Levi P. Coats, Samuel Sparhawk, Charles P. Bower, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster, M. H. Dickinson, Peter Williamson, Joseph E. Schell.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr., Isaac Hazlehurst, Thomas Robins, John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Franklin A. Comly.

DANIEL SMITH, Jr., President.
WM. G. CROWELL, Secretary. 3 30

FAME INSURANCE COMPANY

No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson, William H. Rhawn, William M. Seyfert, John F. Smith, Nathan Hilles, George A. West, Robert Pearce, John Kessler, Jr., Edward B. Orne, Charles Stokes, John W. Everman, Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD Secretary. 7 23

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full).....$200,000 00
CASH Assets, December 1, 1870.....$600,388 24

DIRECTORS.

F. Ratchford Starr, Naibro Frazier, John M. Atwood, Benj. T. Tredick, George H. Stuart, John H. Brown, J. Livingston Erringer, James L. Claghorn, Wm. G. Boulton, Charles Wheeler, Thomas H. Montgomer, James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

IMPERIAL FIRE INSURANCE CO.,

LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
46 No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

LOOKING GLASSES, ETC.

FOR LOOKING-GLASSES,

RELIABLE AND CHEAP.

JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER.

No. 11 North SECOND Street,

Sign of the Golden Lamb,

Are receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, [3 28 mws

AT WHOLESALE AND RETAIL.

SAXON GREEN

NEVER FADES.

8 16m

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3:30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3:30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12 P. M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45, and 12 P. M. for Trenton.

At 9:45 A. M. 1:20, 6:45 and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9:45 A. M., 6:45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 6 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 9:30 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD.

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6:45 and 11 A. M., 1, 2:30, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6:45 A. M., 2:30 and 6:30 P. M. for Lumberton and Medford.

At 6:45 and 11 A. M., 3:30, 5, and 6:30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6:45 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 3:55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD. WINTER TIME TABLE.

On and after December 4, 1870, the trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	9:40 P. M.
" " Williamsport	7:25 A. M.
arrives at Erie	7:40 P. M.
ERIE EXPRESS leaves Philadelphia	12:20 A. M.
" " Williamsport	8:50 P. M.
" arrives at Erie	7:40 A. M.
ELMIRA MAIL leaves Philadelphia	9:30 A. M.
" Williamsport	6:35 P. M.
" arrives at Lock Haven	7:50 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	9:00 A. M.
" " Williamsport	10:05 P. M.
" arrives at Philadelphia	6:50 A. M.
ERIE EXPRESS leaves Erie	9:00 P. M.
" Williamsport	8:25 A. M.
" arrives at Philadelphia	5:30 P. M.
ELMIRA MAIL leaves Lock Haven	8:15 A. M.
" " Williamsport	9:25 A. M.
" arrives at Philadelphia	5:30 P. M.
BUFFALO EXP. leaves Williamsport	12:35 A. M.
" Sunbury	2:30 A. M.
" arrives at Philadelphia	9:40 A. M.

Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4:30 P. M.

For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.

For Oxford Wednesdays and Saturdays only at 2:30 P. M.

For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Wednesdays and Saturdays only 2:30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 7 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

Oxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only.

Chadd's Ford at 7:26 A. M., 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays 6:49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, General Superintendent.

10 3

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g & Allent'n Way Train	7:30	Pottstown accom.	9:15
Harrisb'g & Potts'e Ex	8:15	Read'g & Pottsv'e Ac.	10:20
Philia. & Potts'e Way Train	12:30	Harrisb'g & Potts'e Ex	P. M. 1:00
	P. M.	Philia. & Pottsv'e W. Train	4:30
Harrisb'g & Potts'e Ex	3:30	Harrisb'g & Potts'e Ex	7:00
Pottstown Accommo.	4:00	Harrisburg, Pottsville, and Allentown Ac.	9:10
Read'g & Pottsv'e Ac.	4:45	ON SUNDAYS.	A. M.
ON SUNDAYS.	A. M.	From Pottsville	12:35
To Reading	8:00		P. M.
	P. M.	From Reading	7:25
To Pottsville	3:15		

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7:30 a. m., 12:30 noon, and 4 p. m.

For Schwenksville and points on Perkiomen Railroad, take 7:30 a. m. 12:30 noon, and 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9:00 a. m. and 5:00 p. m., passing Reading at 1:55 and 10:05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3:10, 8:10, and 11:45 a. m., and 2:00 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 511 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH. Depot, Ninth and Green.

Trains leave Germantown at 6, 7, 8, 8½, 9:05, 10, 11, 12 A. M.; 1, 2, 2:30, 3:15, 3:45, 4:05, 4:30, 5:05, 5:45, 6, 6:30, 7, 8, 9, 10:05, 11, 12 p. m. Leave Germantown, 6, 6:55, 7:30, 8, 8:20, 9, 9½, 10, 11, 12 a. M.; 1, 2, 3, 3:50, 4, 4:45, 5, 5:20, 6, 6:30, 7, 8, 9, 10, 11 p. m. The 8:20 and 9:30 down trains, 2:30, 3:45, and 5:45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9:15 a. m.; 2, 4:05, 7, 10:45 p. m. Leave Germantown, 8:15 a. m.; 1, 3, 6, 9:45 p. m.

Passengers taking the 6:55, 9 a. m., and 6:30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2:30, 3:45, 5:45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:40, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:40, 5:40, 9:25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 11:45 p. m. Leave Norristown at 5:30, 6:25, 7, 7:45, 8:50, 11 a. m.; 1:30, 3, 4:30, 6:15, 8, 9:30 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 3:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6:20 a. m. and 2:30 p. m.

The 7:45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schurr's Lane.

Passengers taking the 7:12, 9:05 a. m., and 6:30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station. 11

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12:11 A. M.
Mail Train	8:00 A. M.
Lock Haven and Elmira Express	9:40 A. M.
Paoli Accommodation, 10:10 A. M. & 1:10 and 7:10	P. M.
Fast Line	12:40 P. M.
Erie Express	12:40 P. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:10 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Buffalo Express	9:50 P. M.
Pacific Express	10:10 P. M.
Paoli Accommodation, No. 4	11:10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10:10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 5:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3:10 A. M.
Philadelphia Express	7:00 A. M.
Erie Mail	7:00 A. M.
Paoli Accommodation, 8:20 A. M. & 3:50 & 6:40	P. M.
Parkesburg Train	9:00 A. M.
Fast Line and Buffalo Express	9:50 A. M.
Lancaster Train	12:20 P. M.
Erie Express	5:45 P. M.
Lock Haven and Elmira Express	5:45 P. M.
Pacific Express	3:25 P. M.
Southern Express	5:45 P. M.
Harrisburg Accommodation	9:40 P. M.
Paoli Accommodation, No. 4	10:50 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent. No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT, General Superintendent, Altoona, Pa. 4 29

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7:45 and 11:20 A. M., 2:30, 6:15, and 11:30 P. M. Stops at all stations.

For West Chester at 4:40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4:10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8:40 A. M. Stops at all stations.

ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M.

10 14 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),

8:15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11:45 A. M., Woodbury Accommodation.

3:15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5:30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washington.

At 7:35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8:25 A. M. (Accommodation) for Doylestown.

9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

12 A. M. (Accommodation) for Fort Washington.

1:15 and 5:20 and 8:15 P. M., for Abington.

1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2:30 P. M. (Accommodation) for Doylestown.

At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4:15 P. M. (Mail) for Doylestown.

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6:20 P. M. (Accommodation) for Lansdale.

11:30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8:55, and 10:35 A. M.; 2:15, 5:05, and 8:25 P. M.

Doylestown at 8:25 A. M., 4:40 and 6:35 P. M.

Lansdale at 7:30 A. M.

Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M.

Abington at 2:35, 6:55, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:00 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4:00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Avenue:—

For Port Deposit at 7 A. M. and 4:30 P. M.

For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.

For Oxford on Saturdays only, at 2:30 P. M.

For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4:30 P. M. and 7 P. M. Saturdays only, at 2:30 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

Oxford at 6:05 and 10:35 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only.

Chadd's Ford at 7:26 A. M. 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays at 6:49 P. M. only.

HENRY W

CITY INTELLIGENCE.

THE Y. W. C. A.

The Organization of the Women's Christian Association—The Proposed Purchase of a Building.

An association has just been formed in this city for the purpose of extending to women the fellowship and assistance afforded to men by the Young Men's Christian Association.

Among other objects, the association has been formed for the purpose of helping the temporal, moral, and religious welfare of women, especially young women who are dependent upon their own exertions for support.

One of its main enterprises is the establishment of boarding-houses for working-women, where a home can be furnished at the mere cost of living. It is desirable that the association should have a large membership, and it is hoped that Christian women of all denominations will aid the enterprise.

At a meeting held last week it was decided by a unanimous vote to secure a building at once, to be opened as a boarding-house, and $1000 were subscribed by the ladies present. It is necessary that the amount of $20,000 be raised this month, if possible, and every lady member has constituted herself a committee to obtain subscriptions. Donations may be sent to any of the officers of the society. The following is the list:—

President—Mrs. J. Spencer Kennard, No. 720 North Broad street.

Vice-Presidents—Mrs. A. F. Lex, No. 2030 Chesnut street; Miss Elizabeth N. Brown, No. 2035 Pine street; Mrs. J. S. Elwell, No. 2119 Mount Vernon street; Mrs. Rev. E. W. Hutter, No. 614 Race street; Mrs. G. A. Lewis, No. 328 South Eighteenth street; Mrs. J. C. Hunter, No. 1150 South Broad street.

Recording Secretary—Catharine M. Shipley, No. 238 South Tenth street.

Corresponding Secretary—Miss Early, No. 814 South Tenth street.

Treasurer—Mrs. Dr. Beck, No. 1428 Spruce street.

AUDITORS APPOINTED.—In the Court of Common Pleas for the city and county of Philadelphia Horatio Gates Jones has been appointed auditor to audit, settle, and adjust the account of William M. Coates and Harry G. Clay, assignees of the assigned estate of Jacob D. Heft.

In the Orphans' Court for the city and county of Philadelphia, S. N. Rich, Esq., has been appointed auditor to audit, settle, and adjust the account of Charles F. Ehrenpfort, acting guardian of the estate of Hannah Muller, late Bessinger.

William Vogdes, Esq., has been appointed auditor to audit, settle, and adjust the account of Alfred Weeks and Charles D. James, executors of the estate of William Neal, deceased.

Hon. Henry M. Dechert, to audit, settle, and adjust the account of John Thompson (of Pottstown, Pa.), and Catharine Ovenshine, executors of the estate of William Ovenshine.

William D. Baker, Esq., to audit, settle, and adjust the account of Francis Falls, executor of Bernard Brady, deceased.

John Roberts, Esq., to audit, settle, and adjust the account of Thomas J. Scattergood, administrator of the estate of Joseph E. Rinear, deceased.

F. T. Rainsford, Esq., to audit, settle, and adjust the account of Thomas Sutthewaite, administrator of estate of Thomas J. Williams.

Colonel James W. Latta to audit, settle, and adjust the account of Jacob Schandlin and George F. Zehnder, executors of the estate of Jacob Emmerling, deceased.

John B. Knox, Jr., Esq., to audit, settle, and adjust the account of Thomas Haig, Jr., executor of the estate of Robert E. King, deceased.

William W. Juvenal, Esq., to audit, settle, and adjust the account of Peter Saybold, administrator of William H. Saybold.

THE BAPTIST SUNDAY SCHOOL ASSOCIATION.—To-morrow afternoon at half-past 2 o'clock the fifth annual meeting of the Baptist Sunday-school Association of Philadelphia will be commenced in the Fourth Baptist Church, corner of Fifth and Buttonwood streets. After devotional exercises Rev. B. Griffith, D.D., President of the association, will deliver the opening address. The annual election for officers will succeed, to be followed by the reading of the Treasurer's report and letters from the schools.

At the Wednesday evening meeting the programme will be:—Devotional services; address, "Bands of Honor in the Sunday School," by D. W. C. Taylor, Esq., of Brooklyn; address on "Uses and Abuses of the Blackboard," with illustrations, by C. B. Stout, Esq., of New Brunswick, N. J.; Rev. J. H. Parks will read an essay on the "Relations of the Pastor to the Sunday School."

At the Thursday evening meeting there will be devotional exercises, after which the report of the Committee on Digest of Letters, to be succeeded by conference and prayer, and then the association will adjourn.

On Wednesday afternoon the fifth annual celebration of the Sunday-schools connected with this association will be held at Horticultural Hall.

BANKRUPTCY CASES.—On Wednesday next, 18th inst., in the United States District Court, before Judge Cadwalader, the following list of bankruptcy cases will be heard:—

Charles Baethe, for cause.
J. R. Casselberry & Co., for cause.
Buckner, McCammon & Co.
J. Guthman & Co.
Goline, Nachtel & Co., for cause.
James C. Green, for cause.
Binswanger, for cause.
Samuel G. Bertolet, for discharge.
Arnold, Nusbaum & Nirdlinger, for cause.
Michael Hershberger, for cause.
Ambrose & McMahon.
Stevens & Smith, for cause.
Henry Schmoele, for cause.
Albert H. Gilbert, for cause.
John B. Cook, for discharge.
Arnold, Nusbaum & Nirdlinger.
George N. Torrence & Co., for cause.
Elijah W. Ziegler, return of citation.

NUMBER OF BUILDINGS SUPPLIED WITH WATER IN 1870.—Register Keyser, of the Water Department, during 1870 issued 13,430 *new* permits for the use of the water supplied by the city works. Among the permits issued there are 4061 for new dwellings, 81 for half dwellings, 1644 for wash-paves, 1285 for water-closets, 1347 for bath-tubs, 78 for steam engines, having 872 horse power; 114 for stables, and 105 for hotel bars. These returns added to the number reported for 1869 show that the department now supplies 78,861 dwellings and 19,931 three-quarter and half dwellings, making a total of 98,792. The bath-tubs now supplied number 28,524; water-closets, 12,540; wash-paves, 18,638; and horse-power of steam engines, 17,896.

THE TWENTY-SECOND WARD.—The late census of this ward gives it 556 buildings as standing within its boundaries, thus specified:—Brick houses—two-story, 569; three-story, 131; four-story, 2. Stone houses—one-story, 14; two-story, 2150; three-story, 291; four-story and higher, 4. Frame buildings—one-story, 39; two-story, 925; three-story, 38. Churches, 40; public schools, 15; manufactories, 105; fire company houses, 7; barns and stables, 969; other buildings not described, 267.

WIDOWS' NOTICES.—In the Orphans' Court for the city and county of Philadelphia, Mrs. Emma L. Cain, the widow of Cary Cain, known sometimes as Adam Cary Cain, and Emma Cain, Francis Cain, Raymond Cain, and Cary Cain, his children, have filed their petition to retain $300 out of the real estate of the decedent.

Mrs. Jane McLaughlin, the widow of James McLaughlin, has filed a similar petition for a similar purpose.

STUDENTS AT LAW.—Mr. M. V. K. Copes, a student at law, formerly in the office of John C. Bullitt, Esq., now in the office of Edgar E. Pettit, Esq., and Mr. Paul M. Elsasser, a student at law in the office of S. Henry Norris, Esq., have given notice of their intention to apply to the Board of Examiners at the next meeting on Thursday, January 27, for admission to practice as attorneys in the Court of Common Pleas and District Court of Philadelphia.

EXPLOSION.—The alarm of fire about six o'clock this morning was caused by the explosion of a coal oil lamp at No. 228 Quince street. The damage done was trifling.

OPERATIONS OF A NIGHT—A GANG OF BURGLARS VISIT GERMANOWN.—Between 12 o'clock on Saturday night and daylight of Sunday morning, several house robberies were attempted in Germantown, but only in one instance was any great amount of plunder secured. About half-past 12 o'clock an attempt was made to enter the residence of Mr. Gordon McNeill, on Green street. Mr. McNeill was awakened by the noise made by the burglars in the lower part of the house. Springing from the bed, he quickly made his way down stairs and out into the yard, where he discovered a strange man. McNeill picked up a piece of plank and struck the fellow a violent blow, which had the double effect of knocking him down, and causing him to bellow lustily. The cries of the knave brought up his comrades to his assistance, and Mr. McNeill wisely retreated into the house and barred the door. The thieves then fled, Mrs. McNeill in the meantime crying for help.

About 2 o'clock the dwelling of Mr. Ammodine, on West Chelton avenue, was entered by burglars, and clothing, silver-ware, a gold chain, and other articles of jewelry to the value of $300 were carried off. A portion of the silver-ware and clothing stolen were afterwards found behind a fence on Knox street.

At the same time the transom over the door of the dwelling of Mr. Emeline, on Coulter street, was removed and the house entered. The lower part of the premises were thoroughly ransacked, but nothing of any value was obtained. The thieves helped themselves liberally to sundry pies which they found in the pantry.

An attempt was also made to "crack" the residence of Mr. Williams, on Green street, but the noise made by the burglars in attempting to force open the front door aroused the inmates, which had the effect of frightening off the rascals.

The above robberies, it is believed, were committed by the same gang. About the time of their depredations the police were called from the locality by the burning of a haystack about half a mile distant.

THE WEST ARCH ANNIVERSARY yesterday was a splendid success. That large church was crowded to excess, and hundreds were unable to gain admittance. The singing was unusually good, the recitations of the children prompt and correct, and the addresses of Rev. A. B. Earle, the great revivalist, and Rev. Charles H. Payne, of the Broad Street Methodist Church, were full of interest and enthusiasm. Altogether, the exercises were delightful. During the afternoon, 27 of the scholars were rewarded, through the pastor, Rev. Dr. Willits, with handsome Bibles for memorizing the catechism, and 39 were given Bunyan's "Pilgrim's Progress" for memorizing Christ's sermon on the mount. One boy, Lewis Kappes, was rewarded with an elegant Bible for attending all the sessions of the school last year. The report showed that 6 6 from the main school and 14 from the Mission School had been added to the church during the past year. The missionary offerings for 1870 aggregated $225·71, or upwards of $2 for each scholar. Mayor Fox was present, and made a short address. He stated that to him the anniversary was the most effective and interesting he had ever attended, and commended the scholars for their proficiency in their studies of the catechism and Scriptures, and the juvenile choir for their superior music.

MAGNIFICENT GIFT.—Mr. J. V. Williamson, in addition to a previous gift of one thousand dollars, has recently given to the Mercantile Library Company a number of ground-rents representing a principal sum of nine thousand dollars. This is to be kept permanently invested, and the interest used in the purchase of books for the library. The books so purchased will be marked with an appropriate label, as purchased with the avails of the "Williamson Fund," the same as is done in the case of the Cope, Morton, Beck, and Waln Funds. While thus securing to the library annually several hundred volumes, which will be a source of profit and pleasure to multitudes in all coming time, Mr. Williamson also erects to himself a monument more worthy and more noble than sculptured marble.

MISSING MAN FOUND.—Davidson Emory, aged sixty years, disappeared from his home, No. 1909 Parrish street, on last Friday, and up to yesterday his relatives and friends were in great distress concerning his whereabouts. He was found crawling about in a swamp on a farm near Chesnut Hill. The discovery was brought about by a dog, which persisted in running from the farm house to the swamp and back again, all the while barking, as much as to say that his master was needed at the place. The farmer took the hint, and there found Emory, who appeared to be out of his mind and totally exhausted. The sufferer was conveyed to the farm-house, where restoratives were applied, and this morning he was sent to his home.

DELEGATE ELECTIONS.—The Democratic voters in the various election divisions this evening hold delegate elections for the purpose of choosing ward executive committees and delegates to the approaching Democratic State Convention. In each division three persons are chosen as for the committee, two for the Representative Convention and one for the Senatorial Convention. These conventions meet to-morrow in the various districts to elect delegates to the State Convention. At the State Convention the nominations will also be made for Auditor-General and Surveyor-General, to be voted for in October.

STORE ROBBERY.—Yesterday morning a young man named Adolph Bull broke open the cellar-door of the saloon at Fifth and Arch streets, and gaining an entrance passed up stairs to the restaurant department, where he helped himself to a lot of cigars and a small amount of money. As he was leaving the premises a policeman captured him. Defendant had a hearing before Alderman Kerr and was committed for trial.

A STABBING AFFRAY.—About half-past 11 o'clock last evening, John Whalen, during the progress of a quarrel at Fourth and Bainbridge streets, was stabbed in the face and seriously injured by a man named Jacob Rementer. The injured man, who is a brother of Sergeant Whalen, of the Reserve force, was removed to the Pennsylvania Hospital. Rementer was taken into custody and locked up for a hearing.

ASSAULT AND BATTERY CASE.—On Saturday night Peter Houckt got into a dispute with a man who resides in the same house with him at Front and Callowhill streets. They finally came to blows, and Houckt, it is alleged, picked up a boot-jack and used it pretty freely over the head of his antagonist. Peter was arrested and Alderman Cahill held him to bail for a further hearing.

LARCENY OF A WATCH.—Henry De Wolf was arrested last night upon the charge of the larceny of a watch from John Quirk. The affair occurred in a beer saloon at Eleventh and Christian streets. De Wolf was followed and arrested, and the time-piece recovered. The prisoner had a hearing before Alderman Collins and was committed for trial.

COWARDLY ASSAULT.—A man named Benjamin Lacher amused himself on Saturday night by abusing a boy in Valer's saloon, on Vine street, below Eighth. He is alleged to have knocked the lad down. The little fellow sustained severe injuries. Lacher was taken into custody, and after a hearing before Alderman Godbou was held in $800 bail to answer.

THEFT OF WOOL.—Charles McIlhenny was arrested yesterday, and this morning he had a hearing before Alderman Kerr, upon the charge of the larceny of wool from the wharf of the New York Steamboat Company, Delaware avenue, below Chesnut street. The prisoner was bound over for a further investigation.

TRIFLING FIRE.—About 1 o'clock this morning the carpenter shop of Lewis & Co., No. 521 Cresson street, was slightly damaged by fire. The flames were discovered and extinguished by Policeman King.

DEAD BABY.—This morning a dead baby was found in a box in a ditch at Broad street and Passyunk road. The Coroner was notified to hold an inquest.

ADDITIONAL PARTICULARS.—In another part of to-day's issue reference is made to a fire last evening on Germantown avenue, above Oxford street. The fire was more destructive than at first supposed. It broke out on the third floor of the building No. 1633 Germantown avenue, occupied on the first floor as a notion store by Jones & Wills, and the second and third floors as a dwelling by Christian Straube and George Reproth. The third story and roof were entirely destroyed. The occupants suffered a heavy loss by water. Messrs. Jones & Wills estimated the value of their stock at $6000, on which there is an insurance of $4000 in the Fire Association and Union Mutual Companies. This insurance will fully cover the loss. Mr. Stroube is insured for $500 in the County Insurance Company. This sum will fully cover his loss. Mr. Reproth, who was unable to save any of his effects, has no insurance whatever. The building is owned by Theodore Freuder, and is damaged to an extent of about $1000 and is insured in the Fire Association. The flames communicated to No. 1635, owned by Benjamin Little, and a loss of $500 to the structure was thereby sustained. Insured in the Fire Association. The premises were occupied by George Corbin, a baker and confectioner. His loss is quite heavy; his insurance of $1600 in the Germania of New York will, however, cover it. No. 1637, owned by the Klett estate and occupied by Paul Kiesling, merchant tailor, was slightly damaged by fire, but the stock was greatly damaged by water. The Insurance Patrol, however, rendered effective service in protecting the stock in this building. Mr. Kiesling has an insurance of $5000; $3000 in the Germania, and $2000 in the Royal, which amounts will more than cover his loss. No. 1631, owned and occupied by Benjamin Little, was slightly damaged by fire. Building insured in the Fire Association.

CAPTURE OF A THIEF.—This morning about 10 o'clock a man named James Reilly went to a store at Eighth and Vine streets, and helping himself to a pair of shoes, made off. Sergeant Paully, of the Tenth district, happening to pass that way, gave chase, and captured the thief at Fourth and Arch streets. In his flight the fugitive dropped the stolen property. He was taken to the Central Station, and locked up for a hearing.

A HAUL.—Sergeant Guyer and a squad of men of the Fifth Police District made a raid yesterday on the corner loungers who frequent the locality of Seventh and Lombard streets. In all seven persons were arrested. They had a hearing before Alderman Morrow, and were sent to jail.

A PUGILIST.—William McAvoy took part in a street fight at Ninth and Christian streets yesterday. He had a pair of steel knuckles on and was striking both right and left. A policeman came along and took McAvoy in custody. The prisoner had a hearing before Aldeman Collins and was held to bail to answer.

WORK FOR THE CORONER.—The Coroner was this morning notified to investigate the following:—In the case of an infant found in the culvert at Perth and Oxford streets; and also in the case of a child three months old, who died suddenly at No. 4017 Cresson street this morning.

OPEN TO NAVIGATION.—The recent thaw has had the effect of breaking up the ice in the Schuylkill river below the dam, and the river up to that point is now open to navigation.

SLIGHT FIRE.—The carpenter-shop of Lewis & Co., No. 523 Cresson street, was slightly damaged by fire about 1 o'clock this morning.

Philadelphia Trade Report.

MONDAY, Jan. 16.—The Flour market is moderately active and prices are well sustained. The demand is mostly from the home trade, whose purchases foot up 1600 bbls., including superfine at $4·50@4·75; extras at $5@5·25; 700 barrels Quaker City white and 200 barrels Northwestern extra family on private terms; 800 barrels Minnesota do. do. at $6·75@7; 200 barrels Pennsylvania do. do. at $6@6·50; 200 barrels Ohio do. do. $7; and fancy brands at $7·50@8. Rye Flour may be quoted at $5·12½@5·25. In Corn Meal nothing doing.

The market is poorly supplied with prime Wheat, and for this a steady demand prevails at full prices, while inferior sorts are neglected. Sales of Western red at $1·55@1·57; Pennsylvania do. at $1·40@1·45; and amber at $1·58@1·65. Rye may be quoted at 95c. for Western. Corn is offered more freely and is dull and weak. Sales of Delaware and Pennsylvania yellow at 73@74c. and Western mixed at 71@73c; Oats are quiet but firm. Sales of Western and Pennsylvania at 57@58c.

Seeds—Cloverseed is quiet at 10¾@11c. per pound. Timothy is nominal at $5·50. Flaxseed is wanted by the crushers at $2@2·10.

In Barley and Malt no sales were reported.

Whisky is dull. Sales of Western iron-bound at 93c.

WANTED TO RENT—ON THE LINE OF THE North Pennsylvania Railroad, a comfortable House, with some ground attached; must be near a station. Address Randolph, "Ledger" office. 1t*

WEDDING AND PARTY INVITATIONS ENGRAVED AND PRINTED IN THE LATEST STYLE.
A fine assortment of FRENCH, ENGLISH, and AMERICAN PAPER, with Envelopes to Match.
PAPER and ENVELOPES, ready stamped, always on hand.
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Safes, Machinery, etc., moved and hoisted promptly and carefully, at reasonable rates. 10 7 fmw6m

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FRENCH BREAKFAST CAPS.
THE MISSES
McVAUGH & DUNCAN,
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Have now in store a full assortment of
Ladies' and Children's French Caps.
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WHITE GOODS.
Pique, Cambric, Jaconet, Nainsook, Swiss, French Muslin, Tarlatan, Laces, made-up Lace Goods, and every variety of desirable WHITE GOODS at a reduction in price.
INFANTS' OUTFITS on hand and made to order. 1 13 tsirp fmw

THIRD EDITION

MATTERS AT WASHINGTON.

The Naval Appropriation Bill.

The Brooks Libel Case.

Proceedings of Congress

DOMESTIC AFFAIRS.

The San Domingo Commission

The New Jersey Water Supply.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The Naval Appropriation Bill.

Special Despatch to the Evening Telegraph.

WASHINGTON, Jan. 16.—The Committee on Appropriations finished the Naval Appropriation bill to-day. It exceeds the bill of last year by $200,000. This is occasioned by the appropriations for torpedo boats and the floating dock for iron vessels, which will cost about $1,000,000. It will not be built at the navy yards, but will be given out by contract.

The Charges Against Commissioner Parker.

The Sub-Committee on Appropriations, charged with investigating the charges against Commissioner Parker relative to frauds in the Indian Bureau, will begin operations to-night.

The Alabama Claims.

The House Foreign Affairs Committee does not expect to be called upon for a report this session, but they will consider the Alabama claims, and when the Senate bill on that subject comes over they will be able to report concurrently. Senator Sumner to-morrow will submit to the committee his bill for the payment of private claimants who suffered by depredations of rebel cruisers. The feeling is general among members of Congress that these claims should either be assumed and paid by the Government, or else the claimants should be allowed to present them for settlement to Great Britain.

The Brooks Libel Case.

Mr. Hugh Hastings, who libelled James Brooks, arrived here to-day, and reported to the Sergeant-at-Arms for examination before a special committee appointed to investigate the charges against Brooks. He proposes to have the committee investigate the private character of Brooks. The committee will sit to-morrow.

The Georgia Members Elect

are here for the purpose of being admitted to their seats, and an effort will be made to-day to have them sworn in.

FROM NEW YORK.

The Jersey City Water Supply.

NEW YORK, Jan. 16.—The work of erecting a stand-pipe at Belleville Water Works in Jersey City was completed early this morning and the pumps set at work again. At 7 o'clock the water was turned on, and Jersey City and Hoboken are now receiving a full supply. There is great rejoicing, particularly among mechanics, many hundreds of whom were thrown out of employment for the past ten days by the stopping of factories, machine shops, etc.

Consequences of the Miners' Strike.

On Saturday last over a hundred and fifty conductors, engineers, firemen, and brakemen employed in the transportation of coal on the Lehigh and Susquehanna and Morris and Essex Railroads were discharged from work in consequence of the strike of the coal miners in the districts through which those roads run.

The San Domingo Commission.

Ex-Senator Wade and Professor White, of the San Domingo Commission, arrived at the Astor House this morning, accompanied by the secretary, A. G. Burton, and assistant secretary, Fred Douglas, Jr. Commissioner Howe has not yet arrived, but is expected to-day. Secretary Robeson, of the Navy, General Porter, the President's secretary, and Commodore Alden, Chief of Bureau of Navigation, are also here for the purpose of giving personal attention to the preparation of the Tennessee, which vessel, under the command of Captain Temple, will convey the commission. It is possible another vessel will consort the Tennessee, as permission has been given by the President to so many to accompany the expedition, that accommodations cannot be provided for all on one vessel. Arrangements have been made on board the Tennessee for the three commissioners, two secretaries, two stenographers, and seven representatives of the press; among the latter are General H. V. Boynton, representative of the New York Associated Press and Cincinnati *Gazette;* Oscar G. Sawyer, of the New York *World;* H. J. Ramsdell, of the New York *Tribune;* C. C. Fulton, of the Baltimore *American;* Arthur R. Shepperd, of the Washington *Republican;* Messrs. Foley and Hill, stenographers; General Siegel and Fred. Douglas, Sr. Professor T. F. Crane, of the Cornell University, goes in the capacity of private secretary to President White.

The commission will hold a session to-day at the Astor. It will not sail before to-morrow afternoon and possibly not before Wednesday. The commissioners expect an official communication from the President to-day, though no definite or elaborate instructions are to be given as the business with which they are intrusted is set forth in the resolution authorizing the formation of the commission. There is good authority for saying, contrary to the public impression, that the commissioners do not expect to return before the middle of March.

Larceny Case.

NEW YORK, Jan. 16.—Mrs. Witowski Reimann, arrested in this city on telegrams from her husband, who is in Cincinnati, and the Chief of Police of that city, charging her with stealing and swindling, was arraigned before Justice Dowling this morning and remanded to police headquarters to await further information. The Justice said if the woman took the money from her husband he would discharge her. She says she did, but that she earned it herself.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Jan. 16.—The Vice-President laid before the Senate a communication from the Supervising Architect of Capitol Extension, asking that a place be assigned for the statue of the late President Lincoln, executed by Miss Vinnie Ream. Referred to the Committee on Public Buildings.

Mr. Edmunds, from the Pension Committee, reported adversely upon a pension claim, because the disabilities of the claimant had not been contracted in the line of a soldier's duty.

Also, favorably the House bill increasing the pensions of disabled soldiers and of widows and children of deceased soldiers and sailors.

Mr. Ramsey, from the Committee on Post Offices, reported, with sundry amendments, the House bill revising, consolidating, and amending the statutes relative to the Post Office Department.

On motion of Mr. Williams, the Senate considered and passed the Senate bill to expedite the survey of private land claims.

Mr. Williams, in response to inquiries by Mr. Harlan, explained that the bill was the result of considerable legal research, and it would expedite the settlement of the boundaries of old Mexican land tracts.

House of Representatives.

Bills were introduced and referred as follows:—

By Mr. Buffington, to enable the Atlantic and Pacific Railroad Company to mortgage its road and to confer certain jurisdiction on the United States Courts for the district of Missouri.

By Mr. Starkweather, authorizing the appointment of committees by the President to ascertain the damage done by the Alabama and other rebel cruisers.

By Mr. Prosser, prescribing the mode of holding elections for President, Vice-President, and members of Congress.

By Mr. Julian, relating to the Miami Indian reservation in Kansas: also to extend the provisions of the Homestead law to unsurveyed land.

By Mr. Cook, prescribing the oath of office to be taken by persons who participated in the late Rebellion, but who are not excluded from holding office by the fourteenth constitutional amendment.

By Mr. Ingersoll, to place the name of Colonel Oscar Malmberg on the retired army list.

By Mr. Hay, to amend the first section of the act of 20th July, 1868, imposing taxes on distilled spirits and tobacco.

PENNSYLVANIA LEGISLATURE.

Senate.

HARRISBURG, Jan. 16.—Mr. Buckalew presented the report of the select committee on the petition in the case of the Dechert report, which is very voluminous. It rejects the petition specifications as insufficient on the same grounds that the committee in the Diamond-Watt case last winter rejected certain specifications of the petitioners for Diamond. The whole number of votes alleged in the petition as fraudulent were counted and amounted to only 1178, not enough to unseat Dechert, and hence the absurdity of occupying the time of the Senate and expending the money of the State in the investigation. Hence they recommend that no committee be drawn, and that no further action be taken.

Mr. Graham said the minority would present an extended report in a couple of days, and offered the following substitute for the majority resolution:—

That while some of the specifications in the petition may be indefinite and general, yet the petition is in the usual legal form and is sufficient to put the sitting member upon his answer.

A warm and protracted discussion ensued.

Mr. Connell had previously offered a joint resolution extending the time of contestants to amend their petition till Wednesday, but the Speaker referred it as a bill,

Mr. Davis objecting to its consideration.

New York Produce Market.

NEW YORK, Jan. 16.—Cotton quiet; sales 4000 bales at 15½c. Flour firmer; sales 14,000 bbls. State at $5·20@6·80; Ohio at $6·40@6·90; Western at $5·60@7·10. Wheat firmer; sales 30,000 bushels new spring at $1·49@1·50; winter red and amber Western at $1·49@1·53. Corn firmer and scarce; sales 34,000 bushels new mixed Western at 81c. Oats quiet; sales 19,000 bushels Ohio and Western at 59@62c. Beef quiet. Pork unchanged. Lard steady; steam, 11¾@12¾c.; kettle, 12¾@13c. Whisky firmer at 94c.

New York Money and Stock Market.

NEW YORK, Jan. 16.—Stocks quiet and unchanged. Money weak at 5@7 per cent. Gold, 110¾. 5-20s of 1862, coupon, 109¾; do. 1864, do., 108¾; do. 1865, do 108¾; do. 1865, new, 107⅛; do. 1867, 107; do. 1868, 108⅜; 10-40s, 107½; Missouri 6s, 89¾; Canton Co., 67; Cumberland preferred, 26; New York Central and Hudson River, 91⅛; Erie, 21¾; Reading, 97¼; Adams Express, 66; Michigan Central, 117½; Michigan Southern, 88½; Illinois Central, 134; Cleveland and Pittsburg, 104½; Chicago and Rock Island, 105½; Pittsburg and Fort Wayne, 93; Western Union Telegraph, 46¾.

Baltimore Produce Market.

BALTIMORE, Jan. 16.—Cotton firmer; middling uplands, 15@15½c.; low middling, 14½c. Flour firm and active, and the demand for shipping grades exceeds the supply. Wheat steady and unchanged; choice white, $1·75@1·85; fair to prime, $1·45@1·70; prime to choice red, $1·70@1·80; fair to good, $1·40@1·60; common, $1·30@1·35; Ohio and Indiana, $1·50@1·55; Pennsylvania, $1·46@1·47. Corn—white, 82c.; yellow, 78c. Oats weak at 46c. Mess Pork in good demand at $21·50. Bacon firm, with a good demand; rib sides, 11½c.; clear rib, 12½c.; shoulders, 11c. Hams, 17@18c. Lard quiet at 13c. Whisky—sales at 91c.; some ask 92c.

THE LOST SAGINAW.

Particulars of the Wreck—How and When the Vessel Struck—The Crew Paralyzed with Fear—Names of the Wrecked Officers.

From the Alta-California, January 8.

A passenger from Honolulu by the Moses Taylor, which arrived last evening, gives the following account of the loss of the United States ship-of-war Saginaw:—

News reached Honolulu on the 24th of December of the total loss on the 20th of October last, of the United States ship-of-war Saginaw, on that desolate sand bank called Gcean Island, situated 1200 miles W. N. W. from Honolulu, and about midway between San Francisco and Yokahama. The intelligence was conveyed to the Hawaiian Islands on board the captain's gig, which had been detached from the scene of the wreck, and on board of which were Lieutenant Talbot, Peter Francis, John Andrews, James Muir, and William Halford, all of whom nobly volunteered to attempt to reach Honolulu. After a lengthy voyage of over thirty days, during which much rough weather and many severe hardships were encountered, the boat struck on a reef opposite Halinikai Bay, on the Island of Kauil, in the Hawaiian group, on the 19th of December last. The heartrending scene that then occurred cannot be better described than in the simple statement of

WILLIAM HALFORD, SOLE SURVIVOR

of the boat's crew, as made before H. A. Pierce, Esq., United States Minister Resident at Honolulu:—"Sailed from Midway Island at 5 P. M., October 28; vessel met good weather, but cloudy and dark; speed two and a half to three knots an hour; fires banked; topsail and jib set running with fair wind; captain came on deck at 2 A. M.; I was sitting down aft when the vessel struck; officer of deck, Mr. Gast (who relieved Coles), had just informed captain of breakers ahead; captain ordered topsails to be lowered; just at that moment vessel struck; topsails were ordered to be furled; crew paralyzed with fear, and the orders were not obeyed; surf then breaking over vessel, and hove her higher up; all hands put to work to get boats and save provisions and other things (worked all day carrying things to the shore); at break of day saw a sand island about one and a half or two miles off; removed two very sick men ashore, and four or five others slightly so; from time of wreck (nearly three weeks) all hands employed getting up tents, saving provisions and rigging, making fresh water with apparatus, and decking over and preparing captain's gig to go to Honolulu; the launch was lost at the time the vessel struck; the former was raised about ten inches amidships, tapering fore and aft, and a wooden deck was placed over all, with spaces for men to row, with movable hatches; volunteers were called to go in the gig to Honolulu; Lieutenant Talbot, Peter Francis, Jr.; Master belonging to Manila; and John Andrews, seaman, of Boston; James Muir, seaman, of Glasgow, Scotland; and William Hatford (myself), coxswain of captain's gig, volunteered to go in the boat to Honolulu.

FRIGHTFUL SUFFERING.

Five days out lost all light and fire, and no means of making either—no dry tinder or wood, but had flint and steel. About five or six days before making Kauil, we succeeded in getting a light with the glasses taken from an opera-glass. Suffered much from wet, cold, and want of food.

We drifted towards the shore at a place called Kalihi Kai, about five miles from Hanalei. I landed with the water breast high, and took with me a tin box on board, with its cover broken, containing navigation books, charts, etc.; also Captain Sicard's instructions to Lieutenant Talbot, and other papers, among which was Muir's and Andrews' discharge papers, they having shipped November 15, for one month—they belonged to the contractors, as their employes, previous to that time—also, my and Francis' transfer papers, and accounts destined for Mare Island Navy Yard. The above-named box, with everything not lashed, fell into the water when we were first upset. I landed at about 3 A. M., and saw no one until daybreak, when seeing some huts I went to them and got assistance to get the boat into beach. I had previously, by making five trips to the boat, succeeded in bringing ashore the long tin case afore-mentioned, chronometer, opera-glass, barometer, one ship's compass, boat's binnacle and compass, and also assisted Muir to the shore. He was insane, and said but little, incoherently. We sailed for Honolulu on the evening of Tuesday, December 20, and arrived at Honolulu at 11 A. M., December 24, bringing with me the effects as aforementioned. Went on landing immediately to the United States Consul's office, where I saw him and the Minister Resident, and told my story to them.

THE NAMES OF THE WRECKED OFFICERS.

The following are the names of the wrecked officers:—Captain Montgomery Sicard; Lieutenant Talbot, Ensigns Cogswell, Gast, and Parsons; Paymaster Reid, Dr. Franke, Engineers Butterworth, Ryan, Main, Force, and Godfrey; Robertson, Master's Mate; and Blythe, Assistant Engineer to the contractors. The crew of the Saginaw numbered sixty-four men, and there were also on board fifteen men who had been in the employ of the contractors for the works at Midway Island.

The Saginaw, as your readers know, was engaged in assisting the contractors for the proposed harbor at Midway Island, at which it was hoped the China steamers would be enabled to make a coaling station. It is understood that Captain Sicard and his officers agree in the opinion that it is utterly impracticable to make an available harbor at the island mentioned.

RELIEF IS SENT.

Immediately upon Halford's arriving at Honolulu action was taken by our Minister, H. A. Pierce, Esq., and by American residents generally to send relief to the unfortunate men at Ocean Island. Within eight hours after the deplorable news became known, a fast sailing packet was under way with food, medicine, and other comforts on board that the utmost forethought could suggest.

RAILWAY CALAMITY.

Particulars of the Accident to the Pacific Express on the Pennsylvania Railroad—Two Coaches Over an Embankment.

The Pittsburg *Commercial* of Saturday evening has the following:—

Yesterday morning, between 7 and 8 o'clock, an accident occurred on the Pacific express train, Pennsylvania Railroad, coming west. The train, consisting of a baggage car, two passenger coaches, and four Pullman sleepers, drawn by engine No. 348, engineer, Mr. Taylor, had reached a point about one mile and a quarter east of the South Fork, which is about nine miles east of Conemaugh, when a rail broke and the train, or a portion of it at least, was thrown from the track.

The engine and baggage car passed over the break safely, but the two first passenger coaches left the track and went over the embankment, one falling upon its side, with one end in the Conemaugh river, and the other turning completely over, and bringing up at the foot of an embankment fifteen feet deep, perhaps. The cars were dragged some distance before they went over the embankment, and one of the coaches took fire from the stove, but as soon as the car dropped into the water it was extinguished. The sleeping cars was also thrown from the track, but did not go over the bank, and being of the Pullman pattern and very strong, were not injured. No one in the sleepers was injured. The coaches which went over the bank were pretty well filled, yet strange to relate no person was killed. The cars were but partially wrecked and but one person was severely injured. That person was William Dietrich, news agent on the train. He had his hand taken off in some manner not reported, and as soon as possible, Dr. Lauman, of Johnston, resident physician of the company, arrived and amputated the arm above the elbow. The patient will no doubt recover. Two passengers, Mr. Schell and James Archie, place of residence not known, were slightly injured, and two others, whose names it is not considered worth while to give, in consequence of the slightness of their bruises. George Woods, conductor of one of the Pullman cars, was also slightly injured.

The train was running on schedule time, at the ordinary rate of speed, having passed Cresson and other points east of Somerhill all right. The tracks both ways were obstructed for awhile, but Conductor Brinker having telegraphed promptly to the Superintendent of the Western Division, Robert Pitcairn, Esq., a force of workmen were speedily despatched to the scene of the accident and the obstructions removed.

STATEMENT OF PASSENGERS.

Mr. F. H. Glidden, of Cleveland, Ohio, and Mr. Nixen Moore, passengers on the train, called upon us last evening, and furnished us the following statement:—Two sleepers were thrown partially from the track, but nobody was injured, and Mr. Glidden says the shock was not unlike that felt in going over a "frog." None of the passengers took notice of it. The car that first went over the bank caught fire, but the male passengers at once formed themselves in line, and passed water up in buckets from the river, and it was extinguished in a short time. Both cars were pretty well wrecked, and the passengers in the first escaped through the windows and side near the middle, it having been crushed in. The other car lay on the side of the bank, and there was considerable space under it, the car resting only on the ends. From this space the passengers emerged, being assisted by the male passengers who had escaped from the first coach which went over, and which, it seems, was used as a smoking car. The two sleeping-cars which left the track stood across, and obstructed both tracks, whilst the others were not moved at all. The trucks of the cars which went over laid on the bank, together with the *debris* belonging to the wrecked cars. The passengers say it was frightful to look upon the scene, and then reflect how singularly fortunate and miraculous the escape from death.

THE CAUSE.

Mr. Glidden says there was a piece of rail three feet long broken out of the track.